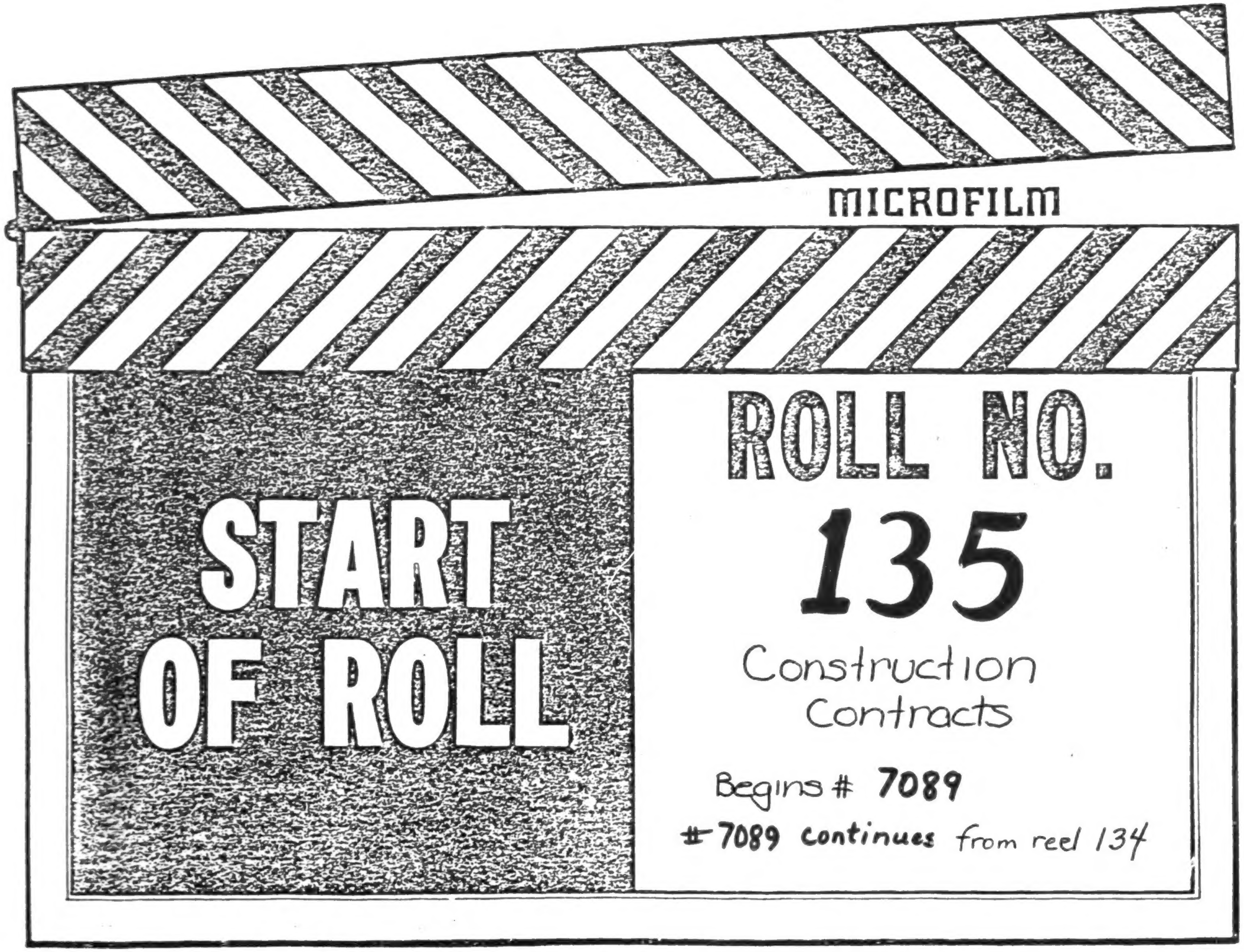

START OF ROLL

ROLL NO.

135

Construction
Contracts

Begins # 7089

#7089 continues from reel 134

US-271(8) Milwaukie-Harmony Rd. Interch. 1968
Sec., Clackamas Hwy., (Struct.
#7089 & Traf. Cont.) [redacted]

C4A
2356
RR-650.

1¼-inch Electrical Conduit	770 lin.ft.	1.70	$ 1,309.00
8-inch Cast Iron Soil Pipe	175 lin.ft.	10.00	1,750.00
			$329,858.00

Type Code X021
Johnson Cr. Br. No. 9670 (Sta91.97) (Length 150')
(Contract 7089)

Shoring, Cribbing, Etc.	All Required (3%)		930.00
Structural Excavation	60 cu.yd.	5.00	300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	1.00	10.00
Furnish 12BP53 Steel Piling	1,170 lin.ft.	4.20	4,914.00
Drive Steel Piles	26 only	50.00	1,300.00
Splice Steel Piles	6 only	15.00	90.00
Class "A" Concrete 4,000 psi. (437 cu.yd.)	All Required (21%)		36,750.00
Reinforcement (81,000 lbs.)	All Required (3%)		9,300.00
Metal Parapet Railing, Single Pipe	306 lin.ft.	6.50	1,989.00
			$55,583.00

Type Code X181
SPRR O'Xing No. 9554 (Sta. 113+82 to Sta. 116+27.12)
(Contract 7089)

Shoring, Cribbing, Etc.	All Required (28%)		$ 8,680.00
Structural Excavation	930 cu.yd.	5.00	4,650.00
Structural Excavation Below Elevation Shown	100 cu.yd.	1.00	100.00
Special Footing Backfill	200 cu.yd.	5.00	1,000.00
Furnish 10BP42 Steel Piling	2,200 lin.ft.	3.40	7,480.00
Drive Steel Piles	40 only	50.00	2,000.00
Splice Steel Piles	10 only	15.00	150.00
Class "A" Concrete, 3,300 psi. (573 cu.yd.)	All Required (12%)		48,000.00
Class "A" Concrete 4,000 psi. (429 cu.yd.)	All Required (20%)		35,000.00
55'/60' Type 2 Prestressed Beams	10 only	900.00	9,000.00
60'/65' Type 2 Prestressed Beams	30 only	1,000.00	30,000.00
Reinforcement (267,000 lbs.)	All Required (12%)		37,200.00
Metal Parapet Railing, Single Pipe	502 lin.ft.	6.50	3,263.00
Preparation of Slopes	1,140 sq.yd.	2.00	2,280.00
Concrete Slab Rip Rap	1,140 sq.yd.	8.00	9,120.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00	800.00
			$198,723.00

Subtotal	$1,160,268.00
10% Engr. & Cont.	116,026.00
Total	$1,276,294.00

Length of Roadway Grading and Paving	1.890 miles
Length of Roadway Grading Only	0.402 mile
Length of Structures (2)	0.128 mile
Total Length	2.420 miles

Cost of Grading and Paving Per Mile	$818,860.16
Cost of Grading Only Per Mile	$838,613.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,714,280.00	$1,088,500.00	$625,780.00
Grade Only	370,835.00	235,300.00	135,535.00
Structures (4)	1,276,294.00	810,300.00	465,994.00
Total	$3,361,409.00	$2,134,100.00	$1,227,309.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Group 1-100%
Prefix 103-1095

STATE WORK

Portable Agricultural Sprinkler Heads	12 only	$25.00	$ 300.00
Adjust Utilities	All Required		20,250.00
RR Prot. Costs	All Required		6,800.00
Other RR Costs	All Required		11,045.00
			$ 38,395.00

c

RECEIVED
JUL 11 1969

~~FOR FILING~~

US-271(8)
7089

July 8, 1969

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7089
Prefix 103-1095
FAP US-271(8)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 9 covering inspection of landscape plants that are to be used on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

As per Section 752-2.6 of the Standard Specifications, the contractor may request inspection of planting materials at their source. This order covers this inspection work and the costs will be deducted from the contractor's earnings under this contract as per the Standard Specifications.

This work was tentatively recommended for approval by the Bureau of Public Roads Area Engineer on June 30, 1969.

Your approval as of June 30, 1969 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

JK:fw

m.

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JUL 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

US-271(8)
7089

Form A-165—5M

STATE FORCES NOT INVOLVED

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date 3 JUL 1969 By W. Burrelles
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 8 (supp. #1)

Project Name Milwaukie-Harmony Rd. Interchange Date June 30, 1969

Highway Clackamas Contract No. 7089 F. A. Project No. US-271(8)

County Clackamas Prefix 103-1095 Account No. 279-08

Description of Work To Be Done:

Furnish and install 1 water meter at location shown on supplemental irrigation plan sheet included with revised landscape plans dated 6-17-68.

Location by Station Numbers: "Ms" 368+50± Lt.

Estimate of Quantities and Costs:

Lump Sum :	S.F.O. #8	$ 800.00
(S.F.O. #8 (Supp. #1)		400.00
Total		$1,200.00

NOTED
F. B. KLABOE

Explanation: Water meter to be furnished and installed by the City of Milwaukie for connection to the irrigation system to be installed under P.A. #5. This is in addition to the two water meters, which were included as anticipated items in the original project authorization and described in S.F.O. #8. City to be reimbursed for actual cost of furnishing and installing water meter.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $3,538,272.93

Present estimate of project cost, including $400 for work under this order $3,538,272.93

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended: /s/ John H. Walker
for
Construction Engineer XX
XXXXXXXXXX

Approval Recommended: /s/ D. H. Haller, Jr.
Asst. Division Engineer

Approved: /s/ F. D. Morgan 7-18-69
Construction Engineer XXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX.

State Printing

STATE COPY

Form E-208—5M

RECEIVED
MAY 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

US 271 (8)
7089

Contingent upon modification of project agreement if additional funds are required.
Date MAY 2 1969 /s/ B. R. Brooks
Title Dist. Engr.
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Milwaukie-Harmony Rd. Interchange Section
Date April 24, 1969
Highway Clackamas
Contract No. 7089
County Clackamas
Prefix 103-1095
Contractor Babler Bros., Inc.
F. A. Project No. US 271 (8)
Address 4617 S. E. Milwaukie Ave., Portland, 97202
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Paint vertical striated surfaces on tied walls with two coats of Exterior Latex Emulsion paint, formula 38-68-30d, to match Class 1 finish on remainder of Structure #9669.

Location by station numbers:

B_2 Line Sta. 94+86 to 97+28

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor ----------------	$100.00	20% Labor	$20.00
Equipment Rental------	20.00	15% Rent & Mat.	7.50
Materials-------------	30.00		
	$150.00	....	150.00
		Total	$177.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Details on Dwy. 23153 limit the Class 1 finish, which excludes the vertical striated surfaces. A. C. Harwood has requested the painting of these surfaces.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,528,272.93	
Present estimate of project cost, including $177.50 for work under this order	$3,528,272.93	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. V. Cottin /s/ Maurice D. Payne
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ F D. Morgan ✓ 5-22-69
Construction Engineer

SP*23577-724

RECEIVED
JAN 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

US 271 (8)

7089

STATE COPY

Form E-208—5M—10-56

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible] project agreement if additional funds are required.
Date DEC 19 1968 By B.W. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name	Milwaukie- Harmony Rd. Interchange	**Date**	December 5, 1968
Highway	Clackamas	**Contract No.**	7089
County	Clackamas	**Prefix**	103-1095
Contractor	Babler Bros., Inc.	**F. A. Project No.**	US 271 (8)
Address	4617 S.E. Milwaukie Ave., Portland, Oregon 97202	**Order No.**	1 (Supplement #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging (State's Share)

Location by station numbers:

Beginning Project Sta. 100+33.31

End Project Sta. 228+00

Estimate of quantities and cost:

1/2 cost of labor +20%)	$10,000.00 Approved on EWO #1
1/2 cost of equipment rental + 15%)	$12,000.00 Additional anticipated
	$22,000.00 Total

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction (1964) and supplemental Standard Specifications provide for State participation in flagging costs as shown above. Additional anticipated item of Project Authorization provided $10,000.00 for this purpose. Contractors operations require heavy equipment crossings of several heavily traveled City Streets and State Highway, necessitating the use of more flagmen than was anticipated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,538,272.93	
Present estimate of project cost, including $12,000.00 for work under this order	$3,538,272.93	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by /s/ Maurice D. Payne
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ D. H. Haller
Asst. Division Engineer

Approved /s/ F. D. Morgan ✓ 1-8-69
Construction Engineer

RECEIVED
SEP 25 1968
FOR FILING

115-271(1)

7089

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

September 13, 1968

To:

Mr. R. L. Porter
Deputy State Highway Engineer
Salem

SUBJECT:

Request of W. J. Freeman to
move borrow material
Milwaukie-Harmony Rd. Section
Clackamas Highway
Contract No. 7089

Please be advised that the controversy between Mr. Freeman and our contractor, Babler Bros., relative to movement of material across Babler construction area has apparently been resolved to the satisfaction of all. I believe that Mr. Babler negotiated some work with Mr. Freeman which solved the problem.

L. W. Rulien
Division Engineer

NOTED
R. L. PORTER

LWR:fb
cc Forrest Cooper
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
M. D. Payne

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1968

To: Memo to File

SUBJECT: Request of W. J. Freeman, Milwaukie (telephone 654-9543) to move borrow material--

Clackamas Highway

On this date, a Mr. W. J. Freeman of Milwaukie telephoned and asked for our cooperation in permitting him to move a quantity of borrow material across the Clackamas Highway now under construction near the Omark plant. He stated that he had two bids for performing this work---one from our contractor, Babler Brothers, and one from an outside contractor. He said that the outside contractor had submitted a substantially lower price but that Babler Brothers were refusing to allow him to cross the unit under construction.

I told Mr. Freeman that I did not know what we could do but would contact Division Engineer Rulien and ask him to cooperate if possible. Mr. Rulien was contacted on this date and the information transmitted to him by 'phone.

Mr. Freeman stated that he was referred to this office by Attorney George Mead.

R. L. P.
R. L. Porter
Deputy State Highway Engineer

NOTED
R. L. PORTER

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

SEP 12 1968

US-271(8)

7689

September 11, 1968

City of Milwaukie
City Hall
Milwaukie, Oregon 97222

RE: Adjustment of City Facilities
Milwaukie-Harmony Road
Interchange Section
Clackamas Highway
Clackamas County

ATTENTION: Mr. J. Wayne Daigle
City Engineer

Gentlemen:

Your estimate for the adjustment of an eight-inch water main at Station 130+27± on Harrison Street and fire alarm system on Main Street, as submitted by your letter of August 23, 1968, has been approved by the State. Authorization to proceed with the relocation of all City utilities in conflict with the subject project was given on October 5, 1967.

Reimbursement for any and all work performed on and subsequent to October 5, 1967 will be made subject to the City's submission of an itemized statement of charges and sketch maps for the relocation work in accordance with the provisions of PPM 30-4. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

F. B. KLABOE

JMC:fw
cc: F. B. Klaboe
L. H. Young (2) (w/attach)
C. H. Maison "
L. W. Rulien (2) (w/attach)
M. D. Payne "
R. H. Rumbolz "

RECEIVED
SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1968
FOR FILING

[illegible] - 271 ([illegible])

[illegible]

6775

August 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-DA

Dear Sir:

This will acknowledge your letter of July 29 concerning the placement of signal poles on the above project.

In the placement of the signal poles for this project, it was necessary to effect a compromise between maximum offset and certain other considerations such as maintenance of a distance of 60 to 100 feet between the signal head and the stop line, and attempt to keep the span lengths as low as possible. It is also desirable to locate the poles close to the sidewalk so that the pedestrians may conveniently operate the pushbuttons.

With all of these various controls, it is believed that the placement as shown on the plans provides the best compromise.

We have provided for a minimum of a 15-foot offset from the curb for the Clackamas Highway proper. This would be for the high-speed traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young (enc.)

VPJ:ji ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 29, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards
Klabo

SUBJECT: Oregon Project US-271(8)
Milwaukie - Harmony Road Section
Traffic Signal and Illumination Plans

In reviewing the signal and illumination plans for the subject project it is noted that as little as a 15-foot pole setback from the pavement edge extended is shown for some areas. The soutwest corner of the Monroe Intersection, Pole No. 8, is a good example. It is recommended that consideration be given to setting each strain pole supporting messenger suspended traffic signals a minimum of 20 feet beyond each tangent section of the pavement edge extended. Setting the poles back as far as possible would minimize the chance of their being struck by a vehicle, provide additional sidewalk area, and tend to encourage the use of the pedestrian push buttons. The City of Seattle is presently involved in a $90,000 law suit where a strain pole supporting messenger suspended signals was knocked over by an out-of-control vehicle. The falling cable became entangled with another vehicle causing further damage.

The mast-arm installation proposed at the intersection of the Clackamas Highway and the "D" line appears reasonable. However, it is recommended that the poles be located as far away from the pavement edge as possible. It would appear that a minimum 10-foot setback could be accomplished by the use of longer mast arms.

Any comments you have regarding the above recommendations would be appreciated.

Bud R D

RECEIVED
JUL 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-200—6M

3
US-271(8)
7[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement [illegible] additional (G1-Part [illegible])
Date MAR 15 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name: Milwaukie-Harmony Rd. Interch. Sec.
Date: March 13, 1968
Highway: Clackamas
Contract No.: 7089
County: Clackamas
Prefix: 103-1095
Contractor: Babler Bros., Inc. (Inland Constr. Co., Sub-contr.)
F. A. Project No.: US-271(8)
Address: 4617 S.E. Milwaukie Ave., Portland, Ore. 97202
Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Prepare surfaces and apply protective paint to anchorage assemblies of horizontal stress rods where they are not encased in concrete. Protection to be obtained by application of two coats of red lead paint. Surface to be cleaned with solvent and power brushing. Nuts to be caulked prior to painting.

Location by station numbers:

"B_2" Station 99+63.75 and 99+72.25

NOTED
F. B. KLABOE

Estimate of quantities and cost:

24 Assemblies @ $5.00 (average) each $120.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stress rods unbonded and dependent on anchorage to maintain stress. No provision in plans or specifications for project for protection against corrosion.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $3,538,272.93
Present estimate of project cost, including $120.00 for work under this order: $3,538,272.93
Expected under-run / over-run amount: $
Expected under-run / over-run per cent:

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Allan Harwood, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer

[illegible] 11-1-68

RECEIVED
MAR 15 1968
FOR FILE

[illegible] CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

TC

REGION NO. US-271(2)	REPORT NO.	COUNTY Clackamas	STATE Oregon
DATE OF INSPECTION [illegible]	INSPECTION MADE BY [illegible], Bridge Engr		PROJECT NO. US-271(2)
IN COMPANY WITH 7-27 [illegible] Res. Engr, OSHD; P. R. Luchekreth, Bridge Engr, BPR			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 10 %	WORK COMPLETED 17 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

MILWAUKIE - HARMONY ROAD INTERCHANGE SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, and Traffic Control Devices

Phase Inspected: STRUCTURES

1. COMPLETED WORK

Clearing	90% complete
Drainage	27%
Grading	20%
Structures:	
Clackamas Highway Overcrossing	26%
Footing, Bent 1	complete
Columns, Bent 2	complete
Rt. Column, Bent 3	complete
Lt. Footing, Bent 3	complete
Falsework piling in Span 1	complete
Clackamas Highway - Pacific Highway East Connection	46%

Tied walls complete to deck overhang
Bents 1 - 4 complete through columns
Spans, 1, 2, and part of 3 box girder poured through stems
Forming complete into Span 4
Falsework complete through Span 4

2. WORK IN PROGRESS

Clackamas Highway Overcrossing

Stripping Rt. Column, Bent 3
Driving falsework piling, Span 3

(more)

Orig. to
[illegible]
[illegible] files 3-15-68

RECEIVED
MAR 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

EDITION OF 5-60 MAY BE USED

Clackamas Highway - Pacific Highway East Connection

Excavating Bent 3 footing
Forming deck, Span 2
Finishing concrete, Spans 1 and 2

C. COMMENTS

Time charges on this project are suspended at this time in accordance with the contract provisions. No time charges are made during the winter months.

Structural work is progressing quite satisfactorily because of the recent warm, dry weather, and good gains have been made. The contractor has reached the point where he must construct falsework across the two roadways traversing the project. Thus far, he has not decided exactly how he will proceed, but steel beams will certainly be required to provide sufficient openings to carry traffic.

The concrete placed thus far looks quite good. Very few defects were noted. The tied wall section exterior forms have been stripped allowing viewing of the architectural treatment on the lower section of wall. The treatment consists of a fine vertical scoring made by pouring against plywood specialty siding. The writer is largely unimpressed with the results. The lines are so fine that they are unnoticeable from any distance viewing from any angle other than straight on.

Quantities are, thus far, fairly close to that estimated - with the exception of steel piling and splices. The piles driven have varied greatly in length from plan to much more than plan length.

Materials are all satisfactory. The only problem thus far is 3/4" stress rods which are to be removed from the Span 4 joint in the ramp structure and replaced. The material was accepted on the project on the basis of certification. Two rods were tested by the State laboratory and failed to meet the elongation requirements. The whole lot of 3/4" rods was then rejected.

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

US-271(8)

7089

NOTED
F. B. KLABOE

December 29, 1967

Northwest Natural Gas Company
123 NW Flanders Street
Portland, Oregon 97209

Re: Utility Holes in Structures
Milwaukie-Harmony Rd. Intch. Sec.
Clackamas Highway
Clackamas County
Contract No. 7089

ATTENTION: John VanBladeren
Engineering Department

Gentlemen:

Reference is made to your letter of April 6, 1967, in which you requested utility holes in certain structures on the subject project.

Your letter was forwarded to our Bridge Division on April 10, 1967, but was inadvertently overlooked when the design was made for the structures overcrossing Pacific Highway East and the Southern Pacific Railroad.

The oversight was brought to the attention of the Bridge Division, and an investigation was made as to the feasibility of a design change to accommodate the requested utility holes and access holes required to service these holes.

The structure overcrossing Pacific Highway East is of an unbalanced design requiring a complex and dense arrangement of reinforcing steel (see sheets 23173-23179 of plans submitted to you on September 8, 1967). The Bridge Division reported that it would be extremely difficult as well as costly to make a design change to accommodate any utility holes.

Therefore we regret that we must deny your request for the utility holes in the Clackamas Highway Structure overcrossing Pacific Highway East. Mr. Rumbolz reports, per your conversation of December 28, 1967, that you will not require utility holes in the structure overcrossing the SPRR if utility holes in the Pacific Highway East structure are not available.

We extend our apology for the delay in replying to your request. Please contact this office if we may be of further service.

JMC:ss

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. W. Rulien
L. L. Wallace
W. J. Hart
Maurice Payne
C. O. Fredrickson
R. H. Rumbolz

US-271(8)

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DEC 7 - 1967 (Edwards)
Region
FOR FILE Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

rc

REGION NO. 8 7089	REPORT NO. 1	COUNTY Clackamas	STATE Oregon
DATE OF INSPECTION 11-8-67	INSPECTION MADE BY W. R. Grafe, Area Engr ~~BERNADETTE WASHINGTON~~		PROJECT NO. US-271(8)

IN COMPANY WITH C. T. Keasey, Asst Div Engr; M. Payne, Res Engr; C. Fredrickson, Res Br Engr

LOCATION OF IMPROVEMENT
Milwaukie - Harmony Road Interchange Section, Clackamas Highway

CONTRACTOR NAME AND ADDRESS
Babler Bros., Inc., Portland, Oregon

AWARD DATE 10-2-67	CONTRACT AMOUNT $3,045,336.50	TIME ALLOWED 460 work days	TIME STARTED 10-16-67	WORK STARTED 10-8-67
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 4 %	WORK COMPLETED 3 %	EST. COMPL. END OF MO %

ROADBED (Width 78 - 84 Feet 0. to 0. of shoulders)

			BASE-SURFACING		
			THICKNESS		
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	EDGE (Inches)	CENTER (Inches)	WIDTH (Feet)
Paving	6201	1.890	12 1/2 incl 6" PMBB	12 1/2	102-108

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
RCBG	X421	0.082
RCBG	X221	0
RCSS	X021	0.03
Prestr. Girder	X181	0.0653

REMARKS

MILWAUKIE - HARMONY ROAD INTERCHANGE SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, and Signing

Roadwork under the contract consists of grading, stone surfacing, plantmix bituminous base, and asphaltic concrete pavement on 2.42 miles of four-lane roadway. Structure work involves four structures, one reinforced concrete retaining wall, and one bin wall, as well as signs, sign supports, and highway traffic signals and illumination. All this will be completed by roadside improvement to provide a four-lane facility with partial control of access. The westerly end of the project is at Sta 100+3331 where the new Clackamas Highway crosses over the Pacific Highway East in Milwaukie. The project extends easterly to Sta 228+00, just east of Harmony Road.

1. WORK COMPLETED:

Clearing	85% complete
Drainage	4%
Grading	2%
Structures	
Clackamas Highway - Pacific Highway Connection, Bridge No. 9669	8%

Morgan
12-6-67

(more)

2-STATE HIGHWAY DEPARTMENT COPY

Clackamas Highway Overcrossing of Pacific Highway East, Bridge No. 9668	8%

With reference to the grading item above, subexcavation of the areas containing unsuitable material through the swamp has been completed and material stockpiled for future use.

2. WORK IN PROGRESS:

Piles are being driven on some footings, placing of column steel on others, and forming on the walls on others on Bridges Nos. 9668 and 9669 referred to above.

Excavation is under way in Sta 125 area and placement of fill between Stas 100 and 105 for the bridge approach fills.

3. COMMENTS AND RECOMMENDATIONS:

The contractor is making every effort to complete the fill between Stas 95 and 105 so he can let it set for the required 100 days and still be able to place the bridge end abutments during the current winter construction season. At this time, it appears this can be done without any significant delay.

Materials and engineering control on the project are satisfactory, and staffing does not seem to be a problem.

Inland Construction Company of Portland has subcontracted the work on the structures for a subcontract amount of $704,135, or 23.12%.

Pile driving on the footings of the US Highway 99E overcrossing structure has revealed penetration from 10 to 15 feet more than anticipated on the plans. Other than this, no footing problems have been encountered.

Form E-206—5M US-271(8)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G-1P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOV 1967

U.S. [illegible]

Project Name Milwaukie - Harmony Road Interchange

Date October 16, 1967

Highway Clackamas

Contract No. 7089

County Clackamas

Prefix 103-1095

Contractor Babler Bros., Inc.

F. A. Project No. US-271(8)

Address 4617 S.E. Milwaukie Ave., Portland, Oregon 97202

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary Guide Signs

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O...
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Location by station numbers:

Sta. 100+33.31 Beginning of Project
Sta. 228+00 End of Project

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	100.00
Materials	500.00
Total	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In compliance with Specifications for Highway Construction 1964, State to stand cost of providing and installing "Guide Signs".

Sign installations are to conform to "Oregon Manual on Uniform Traffic Control Devices", Tech. Bulletin No. 28.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,538,272.93	
Present estimate of project cost, including $1,000.00 for work under this order	$3,538,272.93	
Expected under-run over-run amount	$0	
Expected under-run over-run per cent	0	

Submitted by: /s/ M. D. Payne
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or XXXXXXXXXXXX

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
XXXXXXXXXXXXXXXXXX

SP*23577 734

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OCT 9 - 1967

FOR FILING
115-271(8)
7089

October 9, 1967

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7089 for $3,045,336.50 awarded to you by the State Highway Commission on October 2, 1967. This contract is for grading, paving, structures and traffic control devices on the Milwaukie-Harmony Rd. Interchange section of the Clackamas Highway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 20, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
Maurice Payne

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

US-271(8)

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

7089

SUBJECT: Oregon Project US-271(8)
Milwaukie Harmony Road Interchange Section
Grading, Paving, Structures, and Landscaping

As requested in Mr. Young's letter of October 4, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7089 to Babler Brothers, Inc. of Portland, Oregon, low bidder in the amount of $3,045,336.50 at the September 28, 1967 bid opening.

10-10-67
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

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OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 6 - 1967

[illegible]

Fred W. Hill, Member
Helix

US-271(8)
7089

October 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967 is requested in the award of contract for the Milwaukie-Harmony Road Interchange Section, Project No. US-271(8).

The contractor receiving the award is Babler Bros. Inc. of Portland in the amount of $3,045,336.50 with the Contract No. 7089 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors operations, also, all necessary crossing permits have been issued for this project, see attached letter for numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

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OCT 9 1967
FOR FILIN

US-271(X)
7049

October 3, 1967

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on October 2, 1967 awarded to you State Highway Contract No. 7069 for the following project:

> Grading, paving, structures and traffic control devices on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Milwaukie.

This award was based on your bid of $3,045,336.40 which was submitted to the Commission on September 28, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

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SEP 29 1967
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115-271(8)
7089

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1967

Portland General Electric Company
621 SW Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Power Line Adjustments
Portland General Electric Company
Milwaukie-Harmony Road Section
Clackamas Highway
Clackamas County

Gentlemen:

Reference is made to your letters of June 14 and July 27, 1967, and our letter of September 8, 1967, concerning your estimate of cost for the relocation and removal of your facilities on this project.

Our letter of September 8 authorized you, effective September 1, to proceed with your Job No. 15761 which is Item No. 1 on your June 14, 1967, letter. We also indicated that we were reviewing your request for remaining value in Items 2, 3 and 4 of the above-mentioned letter. After a thorough review of this problem by our Legal, Accounting and Right-of-Way Divisions it is our opinion that "remaining value", as you requested, is not eligible for State and Bureau of Public Roads reimbursement for the following reasons:

(1) The easements for these poles were granted to your Company by land owners for the purpose of supplying them with electric service. In the event of a change of land use the land owner never surrendered his right to remove the improvements and request the company to remove the service. When the State purchased this land the same right was acquired.

(2) Any utility service line is extended with the calculated risk that the unit to be serviced may be destroyed or vacated resulting in the line becoming useless. This risk is included in the cost of doing business which is a factor in determining the rate structures.

(3) No private individual is asked to pay "remaining value" of the Company's poles when his house is destroyed by fire or flood. Many of these are never rebuilt.

(4) Since the State purchased all the land owner's rights there is no justification for charging the State for costs which would not be assessed against the former land owner in the event he discontinued service.

(5) It is also a fact that a service line no longer serving a useful function has no value other than salvage.

A field investigation reveals that buildings being served by your facilities listed under your Job No. 15848, which is set out as Item No. 3 on Page 1 of the above mentioned letter of June 14, were removed prior to the State acquiring the land. Therefore the power facilities were not serving any function at the time of our acquisition and are not eligible for any removal costs. You may remove these at your cost; or if you prefer, they will be removed under the clearing and grubbing portion of our proposed contract.

As mentioned in our letter of September 8, 1967, you have included 20% for overhead. Our auditors advise us that this figure contains certain items not allowed by the Bureau of Public Roads and that the correct figure is 17.5675%. This correction has also been applied to Items 2 and 4.

In view of the above, we are approving Items 2 and 4 on the following basis:

	Est. Const Cost	Less Salvage	Net Const Cost	Remaining Value	Total Cost
2. Job 15847 5620 SE Lake Road	$98.76	(34.00)	$64.76	Not Eligible	$64.76
4. Job 15849 SE River Rd. & Lava Dr.	82.30	(21.70)	60.60	Not Eligible	60.60
				Total	$125.36

Attached are the revised estimate sheets for Items 2 and 4 listed above.

Your estimate as revised above and sketch map for the adjustment of Items 2 and 4 as set out on Page 1 of your letter of June 14, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of September 1, 1967.

Reimbursement for work performed on and subsequent to September 1, 1967, in the amount of $125.36 will be made in accordance with paragraphs 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill. Should you have any questions regarding this matter, please contact Mr. R. H. Rumbolz in Milwaukie or this office.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

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SEP 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc; C. J. Irelan
F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
M. Payne
D. Haller
R. H. Rumbolz

Enc.

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SEP 12 1967
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
xxxxxxxxxxxxxxxxxxxxxxxxxx
xxxxxx
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

9-8-67

115-271(8)
7087

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

RE: Relocations and Removal
Milwaukie-Harmony Road Section
Clackamas Highway
Clackamas County

Gentlemen:

We have reviewed your letters of June 14, 1967 and July 27, 1967 concerning this subject and have the following comments:

Your estimate and sketch map for the adjustment of Item No. 1, as set out on Page 1 of your letter of June 14, 1967, has been approved by the State. You are hereby authorized to proceed with this work only as of September 1, 1967.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. D. H. Haller, District Maintenance Superintendent, P. O. Box 02157, Portland, Oregon 97202, phone 654-7741, Extension 269, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone 774-2790, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed on and subsequent to September 1, 1967, in the amount of $510.40 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

You will note the original amount requested was $531.90. This included 20 per cent for overhead. Our auditor advises that this figure contains certain items not allowed by the Bureau of Public Roads and the correct figure is 17.5675 per cent. We have taken the liberty of altering this figure, hence a total cost of $510.40.

Items 2, 3 and 4 of your above-mentioned letter have been referred to our Right of Way Division for their consideration, since Paragraph 4e of PPM 30-4 provides that where a utility has the right of occupancy, such as an easement, in its existing location, and it is not necessary by reason of highway construction to adjust or replace the facilities located thereon, the taking and the damage of the Utility's real property, including the disposal and removal of such facilities, is a matter for consideration as a right of way transaction.

We expect to advise you on this matter in the near future.

Should you have any questions regarding the overhead allowance in Item 1, please contact Mr. Jess Jones, State Highway Building, Salem, phone 364-2171, Extension 1441. Any other questions should be directed by Mr. R. H. Rumbolz in Milwaukie or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss:fw
cc Mr. C. J. Irelan
bc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
M. D. Payne
D. H. Haller
R. H. Rumbolz

11 1967
OFFICE

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SEP 12 1967
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US-271(8)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : 7089 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 6, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project US 271(8)
Milwaukie - Harmony Road Section
Grade, Pave, Structures, and Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' August 3, 1967 report, issued subsequent to our July 10 memorandum, except for 11 outstanding files. We understand that these files are being negotiated but if not successful, condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

Mr. Preston's June 28 and August 30, 1967 Utility Status Reports indicate that both reimbursable and nonreimbursable utility adjustments are involved but the reimbursable work will be on a nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you will furnish this office with the serial numbers for permits issued to the applicable utilities shown in Mr. Preston's report in your request for concurrence in award.

NOTED
F. B. KLABOE

Our July 10 memorandum found satisfactory the Southern Pacific Railroad agreement. Your estimate indicates the railroad protective work and adjustment is nonparticipating; however, included in your certification for the coordination of utility work shall be coordination of the railroad work also. It is understood appropriate credits should be made in Public Roads participation for liquidated damages in time extensions, if any, for which you may be obligated to the contractor resulting from any delay to construction due to the railroad adjustment.

(more)

REFERRED TO
w/ enc.
By Asst. State Hwy. Engr.
9-11-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Use of the Armstrong Red Maple in this exposed position as shown on sheet 20 of the plans is approved as an exception to the general policy on roadside obstacles due to their protected position and the established speed of 45 mph.

The original agreement dated January 25, 1966 and supplement dated May 25, 1967 with the City of Portland, covering traffic control measures and provisions for city-owned utility adjustments on the project were approved by this office on February 21, 1966 and August 24, 1967, respectively.

The pavement type selection of the project is accepted on the basis of documentation contained in your March 2, 1967 "Project Base Design" sheet.

The use of Article 102-1.3 Embankment Measure and Article 330-3.22A Profile Index (Supp. Stds 3-1-67) are approved for use on this project.

You are authorized to proceed with contractor's flagging, water and water meter usage shown in your estimate for $11,700.

Mr. Young's September 5, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

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STATE HIGHWAY ENGINEER

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US-271(8)
7089

RAILROAD COMPANIES
FILE No. [illegible]

Agenda
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Salem, Oregon
September 1, 1967

Construction Agreement and
Easement Indenture
Southern Pacific Company
Milwaukie-Harmony Road
Interchange Section
Clackamas Highway
Clackamas County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for signature by Southern Pacific Company are two copies each of a construction agreement and easement indenture covering work on the above-mentioned land.

After the agreements have been signed and dated, a fully executed copy of each should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (4)

cc: T. W. Litchfield

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AUG 28 1967
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US-271(8)

7089

August 25, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 29 meeting a construction agreement and easement indenture with the Southern Pacific Company covering the work over Railroad property on the Milwaukie-Harmony Road Interchange section of the Clackamas Highway in the city of Milwaukie in Clackamas County.

These documents are the usual type of instruments executed by the State with the Railroad on projects of this type and requires the State to reimburse the Railroad for all of its work made necessary by this project. The work to be performed by the Railroad forces is estimated to cost the State $11,045 and consists of preliminary engineering, engineering inspection and the adjustment of communication lines.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

TWL:fw fn

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AUG 1 1 1967

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US-271(8)
7089

August 10, 1967

Mr. Glen McCarty
McCarty & Rosacker
Attorneys at Law
1221 Commonwealth Building
Portland, Oregon 97204

Re: File 38487 - A. Foglio
Milwaukie-Harmony Road Section
Clackamas Highway
Clackamas County

Dear Mr. McCarty:

Reference is made to your letter of August 1 in regard to this file and the proposed construction features in that vicinity.

All data on this job is in transit to the field engineer; therefore, your letter will be referred to the local Right of Way Supervisor for handling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring - Enc.
L. W. Rulien - Enc.
John Scott - Enc. (Please handle.)

ADO:jr srb

McCARTY & ROSACKER
ATTORNEYS AT LAW
1221 COMMONWEALTH BUILDING
PORTLAND, OREGON 97204
TELEPHONE 222-9803

GLEN McCARTY
J. W. ROSACKER

5552

AUG 3 67

August 1, 1967

REFERRED TO
admin
BY SECRETARY

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

This office represents Mr. Albert Foglio, whose property on Lake Road and Mintone Drive, it is contemplated you will take.

Would you please advise us what are the planned cuts or fills abbuting the ownership, relation to the present grade or level of the land and is ingress and egress to be closed or remain open to Mintone Drive at its point of contact with Lake Road.

Your prompt reply to this letter would be greatly appreciated.

Very truly yours,

Glen McCarty

GMcC:ad

Routing
Morgen
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Moreloc
Troc
Scott
Wills
Litchfield
Olson ✓

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AUG 1 1967
CONSTRUCTION
DIVISION

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STATE HIGHWAY ENGINEER

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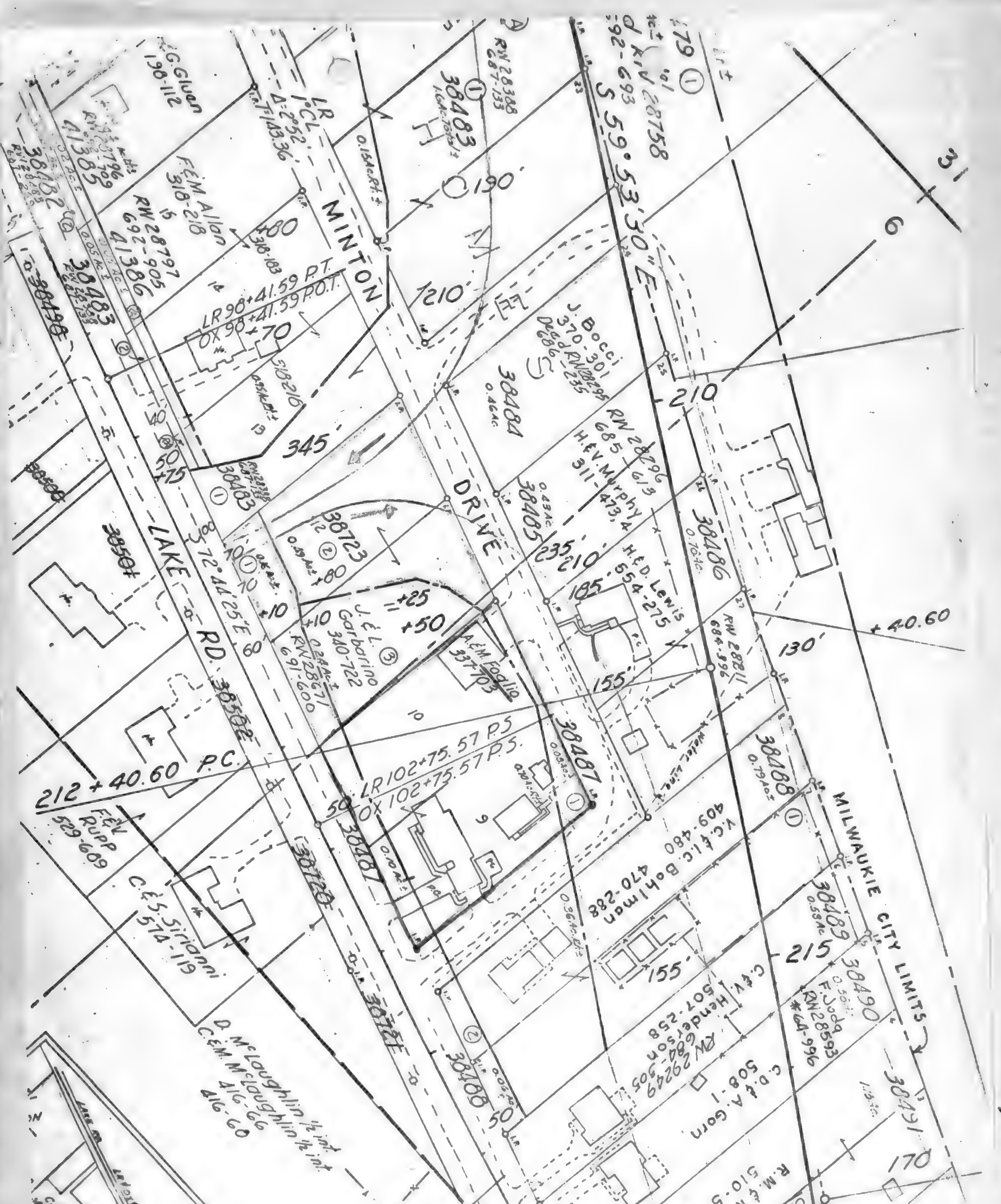
OREGON
STATE HIGHWAY COMMISSION



LAKE RD.
S 72°44'25"E
MINTON
DRIVE
S 59°53'30"E
MILWAUKIE CITY LIMITS
31
6
E.G. Gluan 196-112
41385
38482
38490
F.&M. Allan 318-218
RW 28797 692-905
41386
38483
LR 98+41.59 P.T.
OX 98+41.59 P.O.T.
+70
+80
345
+75
50
40
70
+10
60
38723
+80
+25
+50
+10
J.&L. Garbarino 340-722
RW 28671 691-600
A.&M. Foglio 357-703
LR 102+75.57 P.S.
OX 102+75.57 P.S.
38487
212+40.60 P.C.
F.&V. Rupp 529-689
C.&S. Sirianni 574-119
D. McLaughlin ½ int.
C.&M. McLaughlin ½ int.
416-66
416-60
38720
38722
38488
50
RW 28388 287-133
38483
190'
210'
J. Bocci 370-301
RW 28795 686-235
38484
RW 28796 685-613
H.&V. Murphy 311-473
38485
235
210'
185
H.&D. Lewis 554-275
38486
RW 28811 684-996
155'
130'
+40.60
38487
V.C.&I.C. Bohlman 409-480 470-288
38488
38489
155'
215
C.&V. Henderson 507-258
RW 29249 684-905
38490
F. Joda
RW 28593 #64-996
C.D.&A. Gorn 508-1
38491
170
R.M.&R. Peter 510-513
OX 107+
RW 28758
S 92-693
210

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AUG 7 1967
FOR FILING

US-271(8)
7089

August 2, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Milwaukie-Harmony Rd. Intchge.
Project No. US-271(8)

Dear Sir:

On June 20, 1967, we requested a waiver of the availability of right of way for four parcels concerning the above-mentioned project. Two of these files have been cleared since then, but there are two remaining, as follows:

File No.	Location	Improvements
38491	217+50 Lt.	House, Garage, Shed
38492	219+20 Rt.	House, Garage, Shed

The information in our letter of June 20, 1967, for the public interest finding, still applies. In addition, we submit the following in answer to comments in your memorandum dated July 30, 1967.

You said no reason was given as to why the parcels were not acquired so that improvements could be disposed of prior to bid opening date. Our initial purchases of right of way were in January 1966, which is one and one-half years of lead time and shows considerable planning and forethought. This is a complex right of way project, which consists of over 100 files and $1,500,000. The two files mentioned will be in our possession August 22, 1967, but are of considerable value (estimated at: file 38491 - $750, file 38492 - $5,000).

We can do one of two things (1) put the building in the contract and let the contractor dispose of them, or (2) sell them ourselves and be assured of getting our full value and protect the public interest. We prefer the latter. If you concur, we will need to hold the contractor away from the buildings until October 7, 1967, and our specifications will conform.

The urgency to advertise this project is because the Highway Commission has determined that this is the principal project to be financed with Urban funds within the State and that another month's delay would almost nullify any working time this fall.

There are six utilities involved in this project, of which two are under permit, two are being processed and will be issued in the next few days. Clackamas Water District is under permit now for what facilities they have, but we have been unable to determine their necessary changes to issue a new permit. Oak Lodge Water District has been very uncooperative, but a concentrated effort will be made to get these two permits issued. Should we fail, we request a permits-issued date before award, rather than prior to advertising.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ta

cc: F. B. Klaboe
John Oakes
W. H. Haskins
T. W. Litchfield
V. G. O'Neil
R. N. Chase

A

RECEIVED
JUL 18 1967

FORM PR-121
UNITED STATES GOVERNMENT

FOR FILE

Memorandum

US-271(8)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon 7089

DATE: July 10, 1967

In reply refer to: 08-35-EC

FROM : T. Dec T. Dec
Assistant Division Engineer

SUBJECT: Oregon Project US-271(8)
Milwaukie - Harmony Road Section
Southern Pacific Railroad Adjustment

We have reviewed and found satisfactory the railroad agreement submitted by Mr. Litchfield's June 28, 1967 letter on the subject project.

Authorization to proceed with any of this work as a participating item shall be dependent upon your request to advance this project to P.S. & E. stage.

7-13-67

NOTED
[illegible] B. KLABOE

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1967

FOR FILING

FORM PR-111 (11-66)

UNITED STATES GOVERNMENT

US-271(8)

Memorandum

7089

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 10, 1967

In reply refer to: 08-35-EC

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-271(8)
Milwaukie - Harmony Road Interchange Section
Project Coordination and Availability of Right of Way

Mr. Young's June 20, 1967 letter requested a waiver of the availability of right of way on the subject project. Subsequently, you voluntarily withdrew the project from the July 27, 1967 bid opening.

Mr. Young's letter gave no reason as to why the parcels were not acquired so that improvements could be disposed of prior to the bid opening date. In addition, no reasons were given as to why there would be an urgent need to advertise the project prior to the availability of right of way.

Your withdrawal of the project detracts from any supporting information you may offer regarding the urgency of the project. Coupled with the fact that several of the utilities are not covered by permit as requested by our May 3, 1967 memorandum, no attempt should be made to request advertising of the project until these matters are cleared.

7-12-67

REFERRED TO
Litchfield - Young - Morgan - [illegible]
BY ASST. STATE HWY. ENGR.

Please clear up these points

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 90M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED JUN 30 1967

115-271(8)
7089

June 28, 1967

Mr. A. W. Parsons
Bureau of Public Roads
Division Engineer
477 Cottage Street NE
Salem, Oregon 97301

Re: Railroad Agreement
Milwaukie-Harmony Road Interchange Sec.
Clackamas Highway
Clackamas County

Dear Sir:

Herewith for your information, review and approval you will find a copy of a proposed agreement and easement indenture from the Southern Pacific Company covering the construction of the above-captioned project and easements to be granted to the State to accommodate our proposed construction. You will also find attached a copy of a permit of entry from the railroad dated June 15, 1967, which was signed by our Assistant State Highway Engineer, Mr. F. B. Klaboe, on June 27, 1967.

These documents have been reviewed by the State's Legal, Bridge, and Construction Divisions and found to be satisfactory. If these documents meet with your approval we will submit the agreement and easement indenture to the Highway Commission for their approval at the meeting of July 24, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Encl.
cc: Tom Edwards
F. B. Klaboe
I. D. Merchant
Jack Sollis

NOTED
TOM EDWARDS

FORM 8-123X 30M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1967

FILING

115-271(81)
7089

June 28, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Permit of Entry
Milwaukie-Harmony Road Interchange Sec.
Clackamas Highway
Clackamas County
YOUR FILE: 911/323
0-0-66-3

Gentlemen:

Returned herewith you will find an executed copy of the permit of entry dated June 15, 1967, as signed by our Assistant State Highway Engineer, Mr. F. B. Klaboe, on June 27, 1967.

The construction agreement and easement indenture submitted with your letter of June 15, 1967, are being reviewed by the State and the Bureau of Public Roads. We intend to present them to the Highway Commission for action at their meeting of July 24, 1967.

Your property appraisal as contained in your letter of May 15, 1967, has been referred to our Right of Way Department for review. We expect a decision on this matter in the next few days, and you will be advised of their decision by separate correspondence from their office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Encl.
cc: SP - Portland (w/permit of entry)
F. B. Klaboe ✓ "
D. H. Moehring "
Jack Sollis "
L. W. Rulien "
R. H. Rumbolz "
John Scott "

B-2766

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Room 1004

June 15, 1967

IN REPLY PLEASE REFER TO

911/323

0-0-66-3

Routing
Morgan
Decker
Bond
Barbee
Walker
Clem
Swan
Pease
Lit

RECEIVED
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to previous correspondence R/W file 38395, relating to Railroad involvement in the construction of Pacific Highway East, Cascade Highway Section, Clackamas Highway-Clackamas County in City of Milwaukie.

To enable the State to proceed with its intended highway construction Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter immediately upon the six parcels of Southern Pacific Company property tinted yellow on the attached print of Oregon Division Drawing No. F-975, revised February 8, 1967.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Southern Pacific Company property is to be performed in accordance with plans and specifications subject to prior approval of Southern Pacific Company.

2. State agrees to assume the entire cost of highway construction work and to reimburse Southern Pacific Company for expenses incurred in protecting its facilities and operations during the period of construction.

3. In the event the State and Southern Pacific Company are unable to reach an agreement within a period of one year from date hereof as to fair compensation to be paid to Southern Pacific Company for said parcel of property, State agrees to immediately file and thereafter prosecute with due diligence a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair market value of the property to be acquired by State.

If foregoing is satisfactory, please arrange for acceptance on behalf of State on the duplicate copy of this letter and return it to this office.

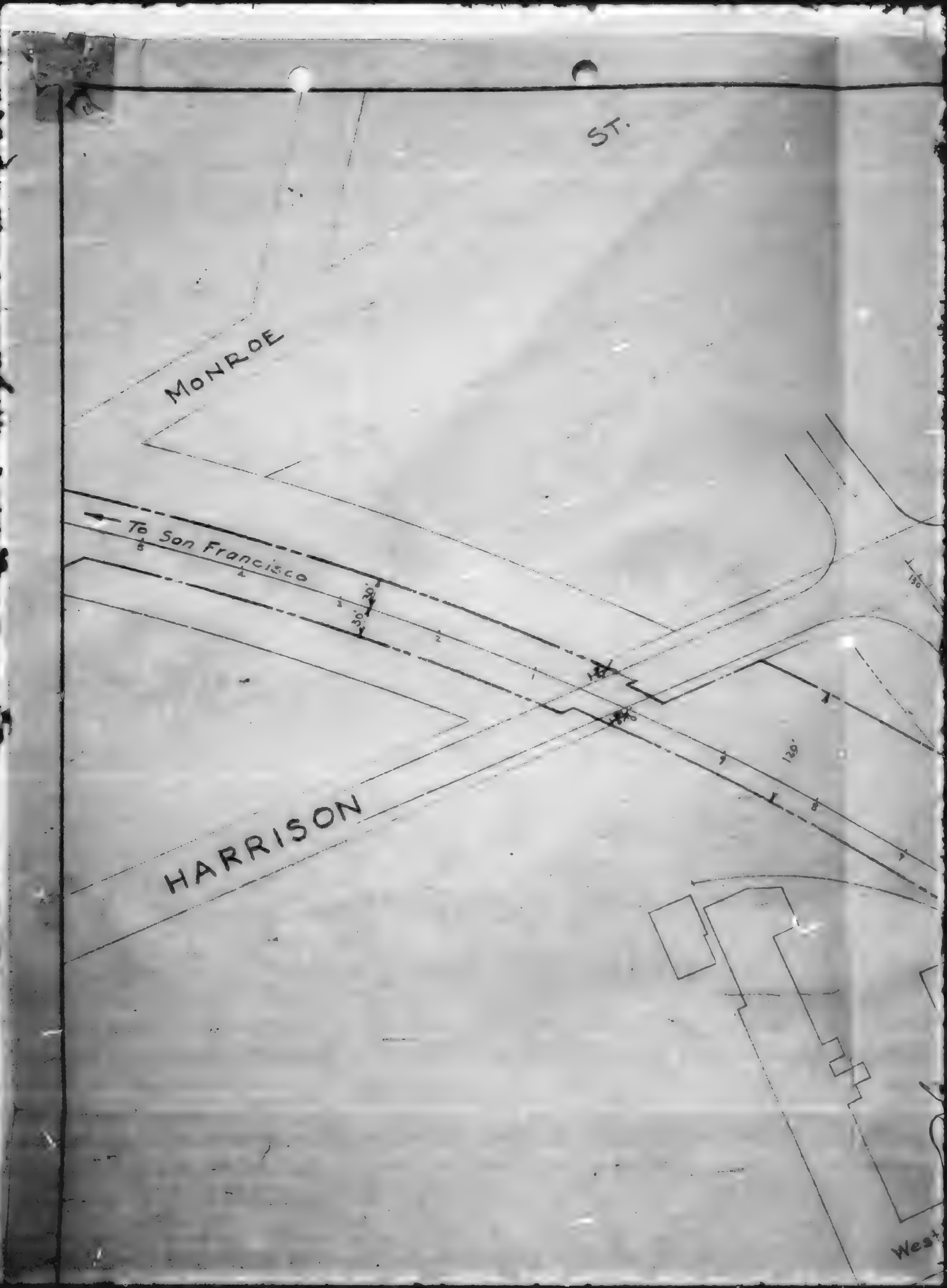
Yours very truly,

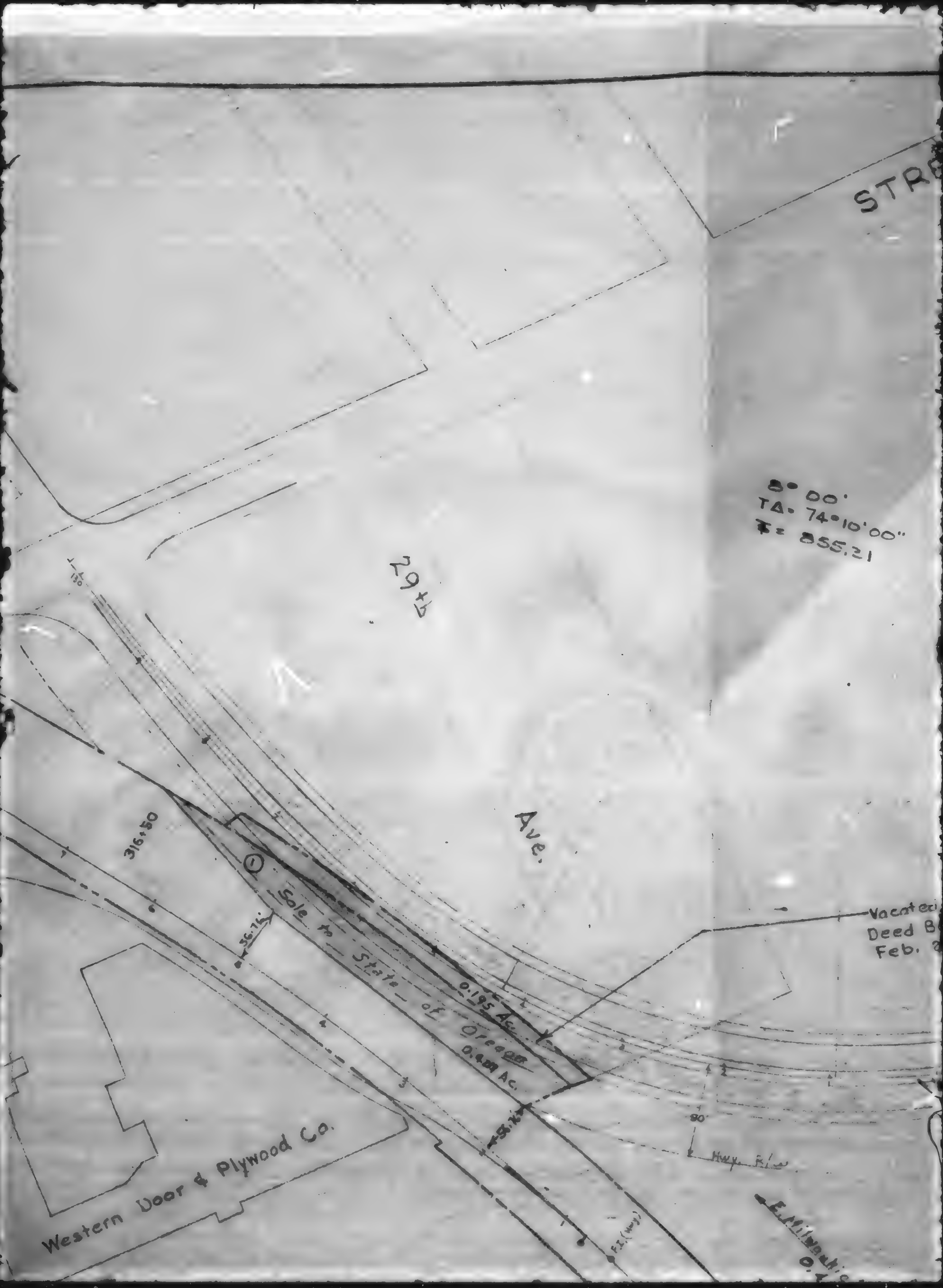
HM Williamson
Ru

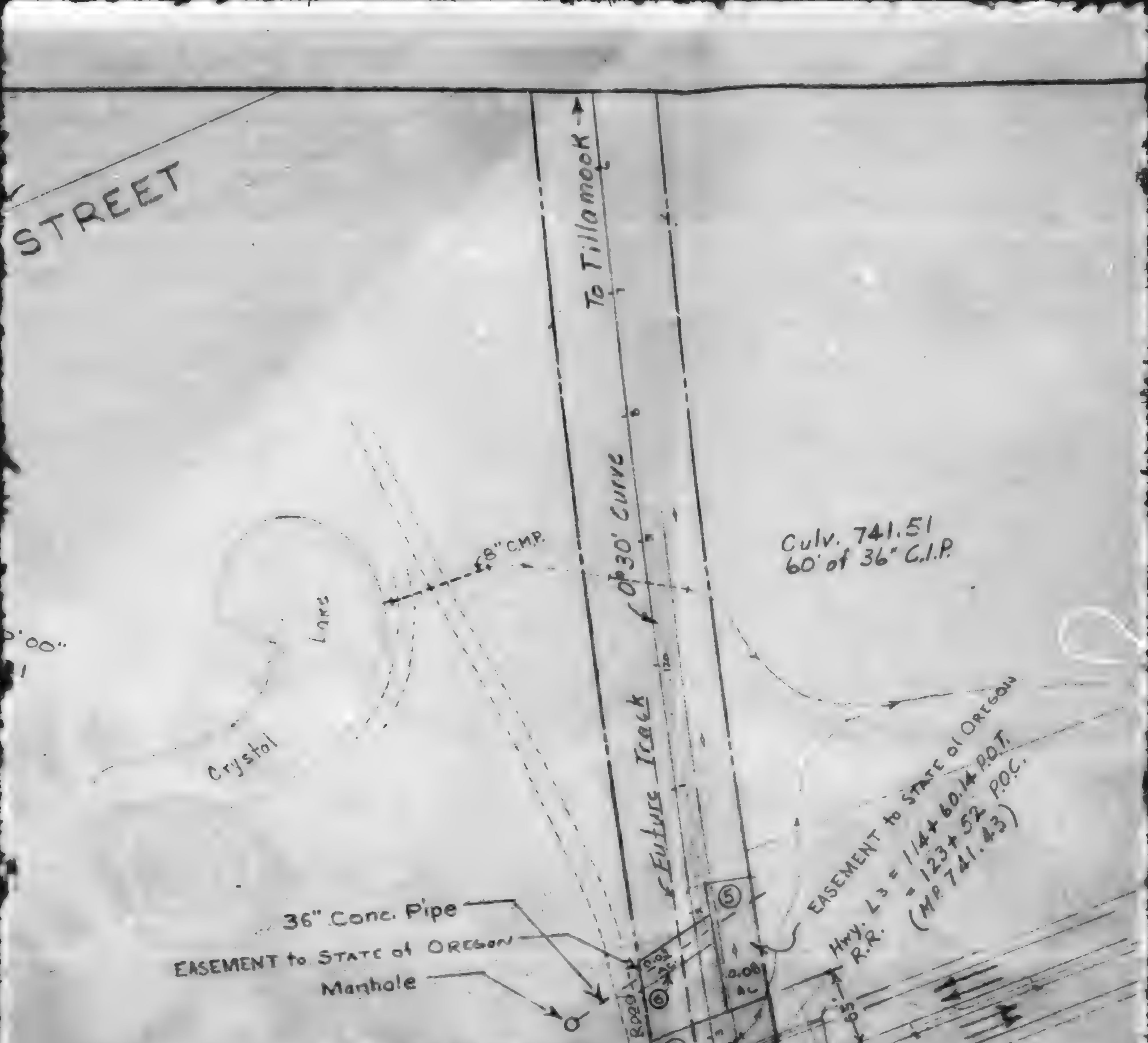
Attach.

ACCEPTED THIS 27
DAY OF June 1967,
ON BEHALF OF THE STATE OF
OREGON, ACTING BY AND THROUGH
ITS STATE HIGHWAY DEPARTMENT.

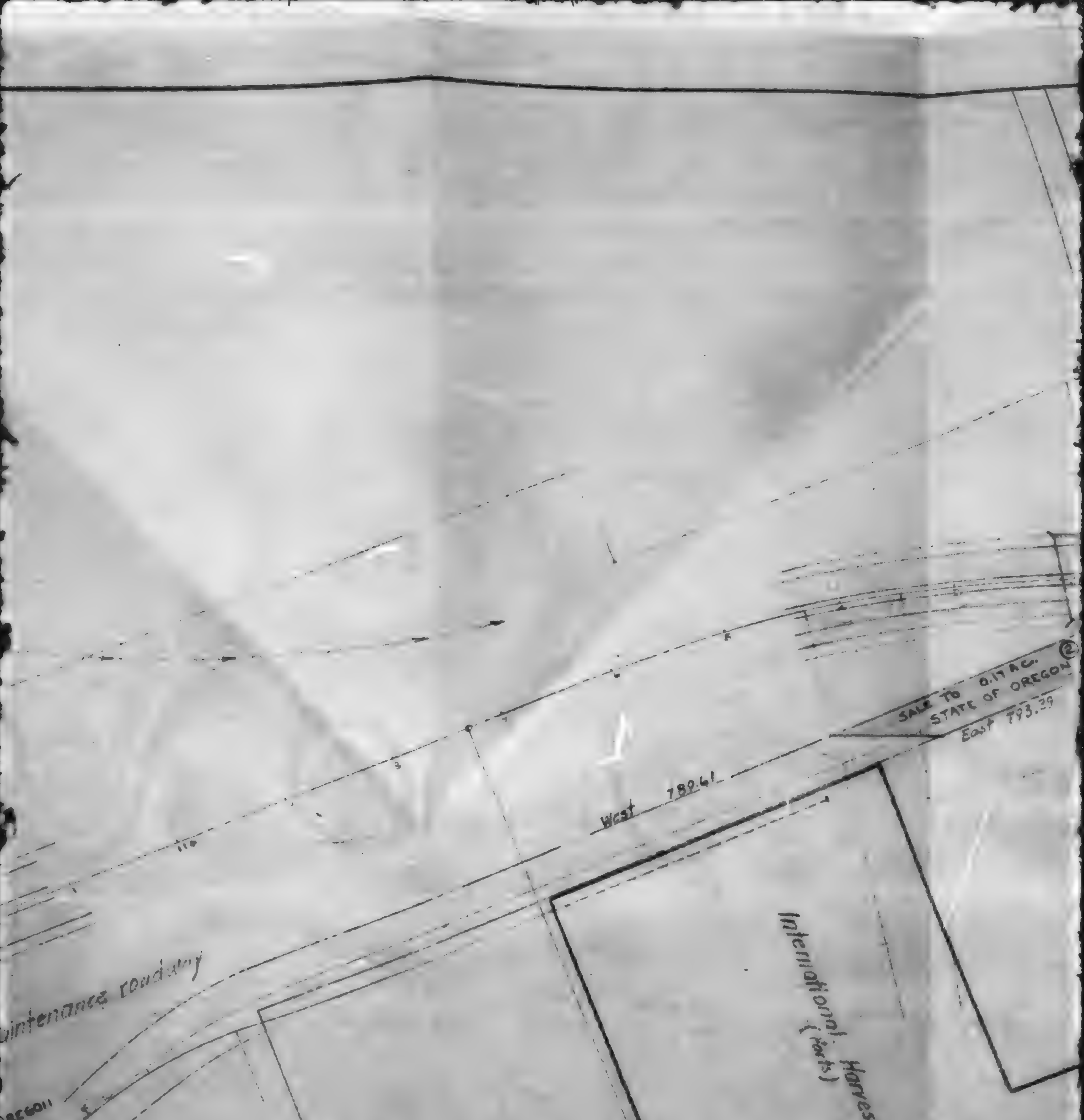
BY: F B Klaboe
(Title)
Asst St Hwy Engr

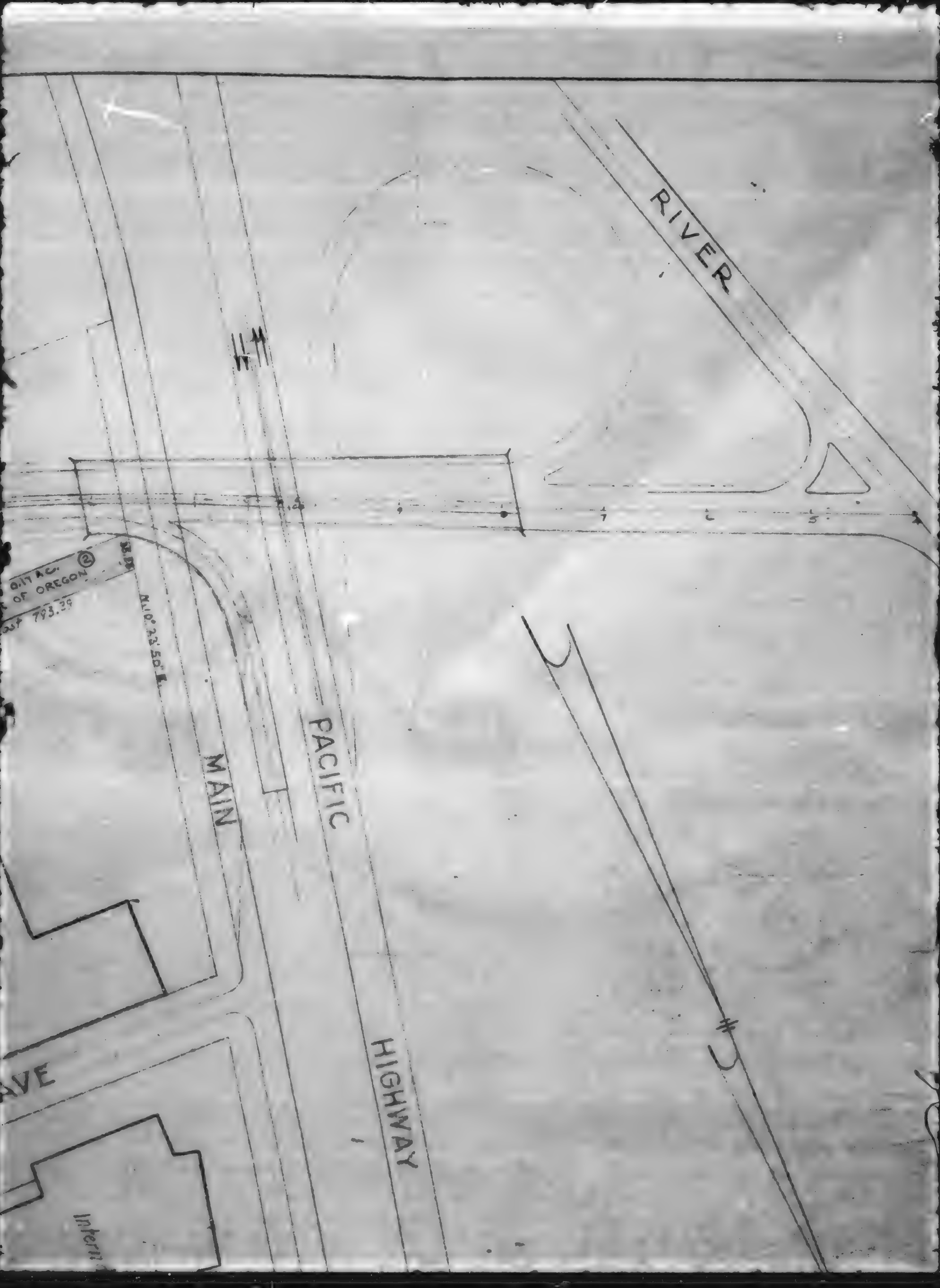

ST.
MONROE
To San Francisco
5
4
3
2
1
20'
30'
130'
120'
9
8
7
HARRISON
West

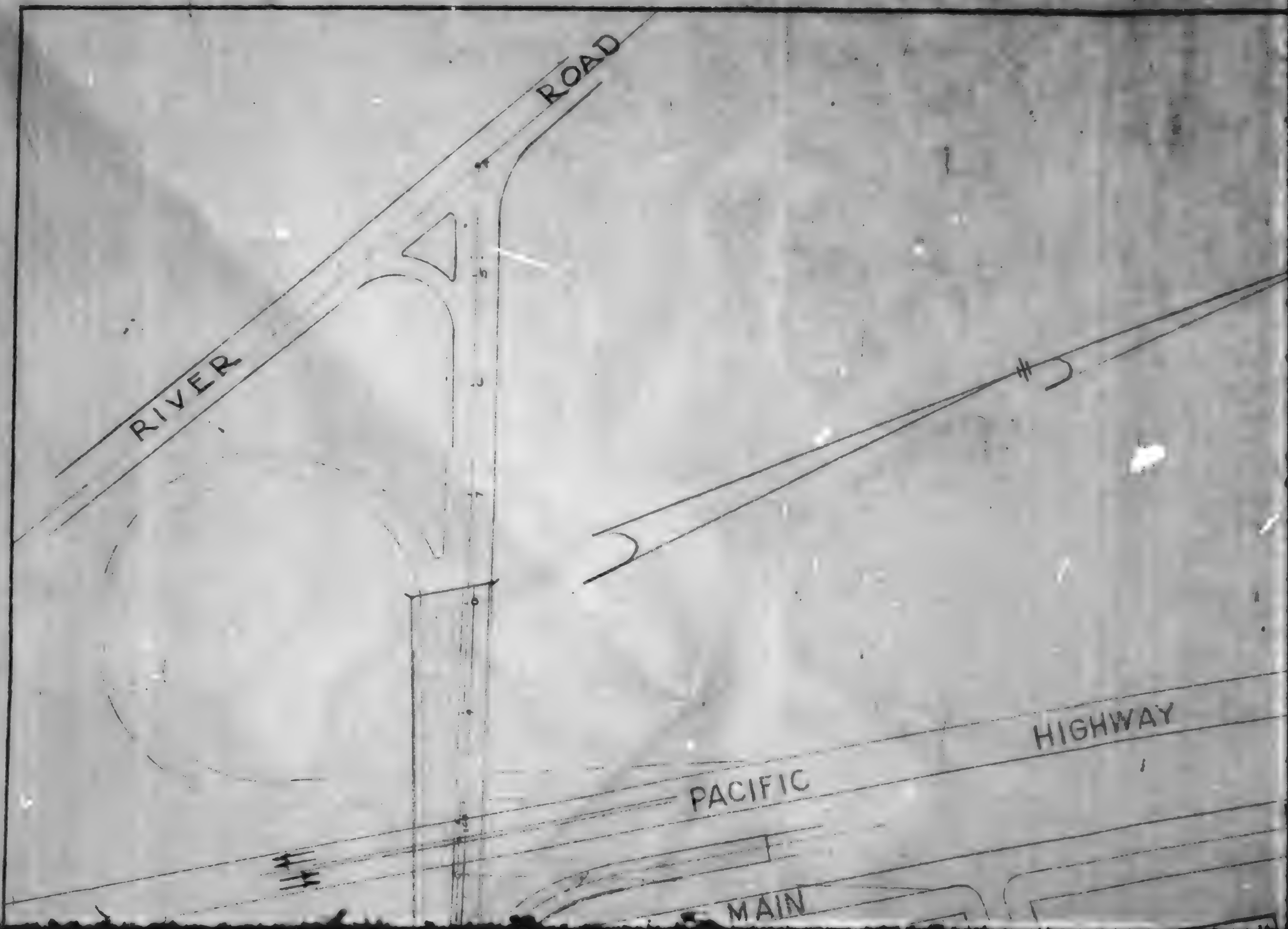

STRE
D° 00'
TΔ= 74°10'00"
T= 855.21
29th
Ave.
316+50
①
Sale to State of Oregon
0.195 Ac.
0.409 Ac.
56.74'
56.74'
Western Door & Plywood Co.
Vacated
Deed B
Feb.
80'
Hwy. R/W
P.I. (Hwy)
E. Milwaukie
0.4

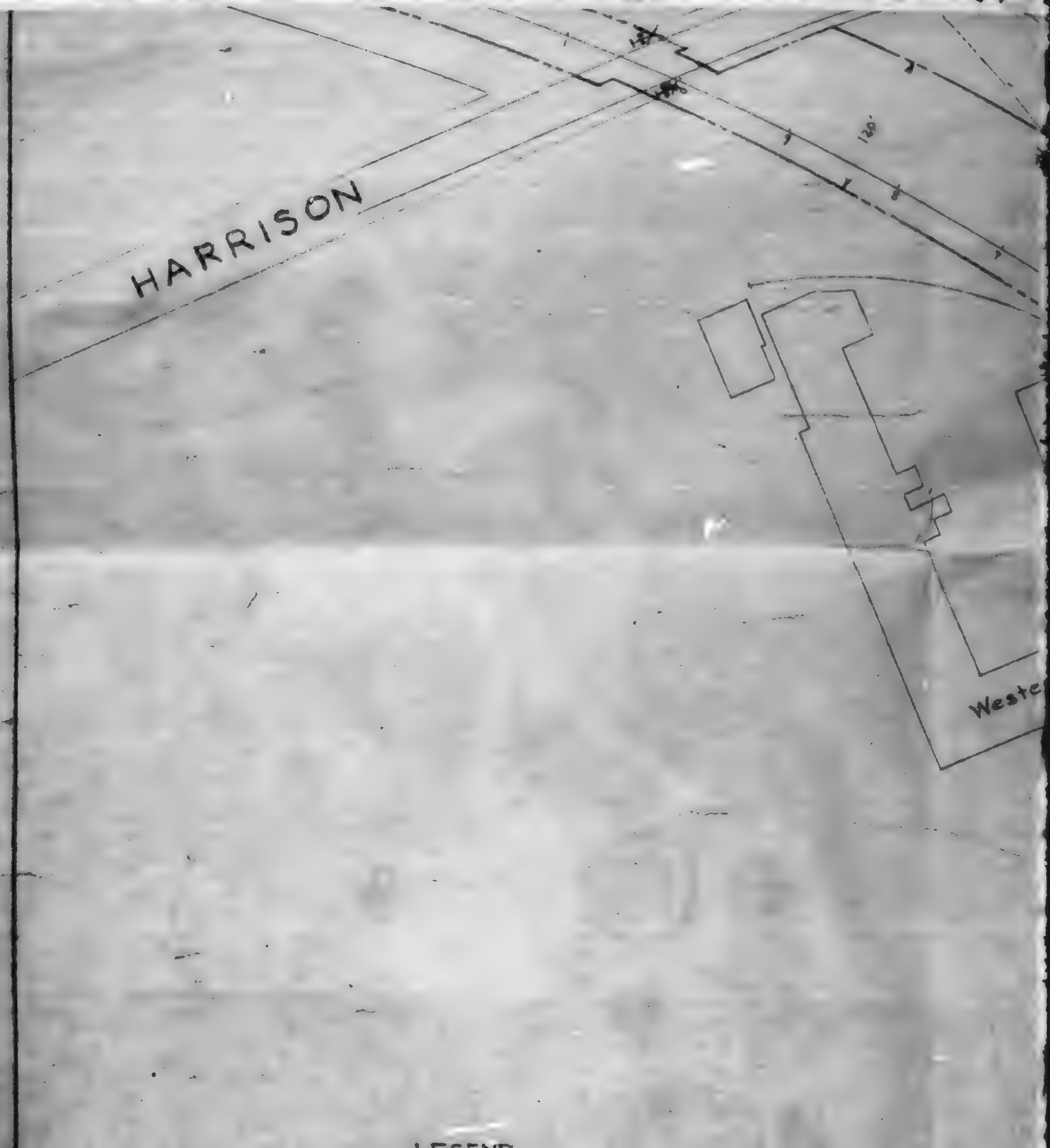

STREET
To Tillamook
0°30' Curve
Future Track
8" C.M.P.
Culv. 741.51
60' of 36" C.I.P.
Crystal
Lake
36" Conc. Pipe
EASEMENT to STATE of OREGON
Manhole
Culv. 741.44
50' of 36" C.I.P.
Vacated City Ordinance #472
Deed Book 361, page 666
Feb. 25, 1942
EASEMENT to STATE of OREGON
Hwy. L3 = 114+60.14 P.O.T.
R.R. = 123+52 P.O.C.
(M.P. 741.43)
18' Off track mainten
Road
0.02 Ac.
0.08 Ac.
0.3 Ac.
0.03 Ac.
③
④
⑤
⑥
124+50
EASEMENT To STATE of OREGON
EASEMENT TO STATE OF OREGON
15'
50'
50'
120

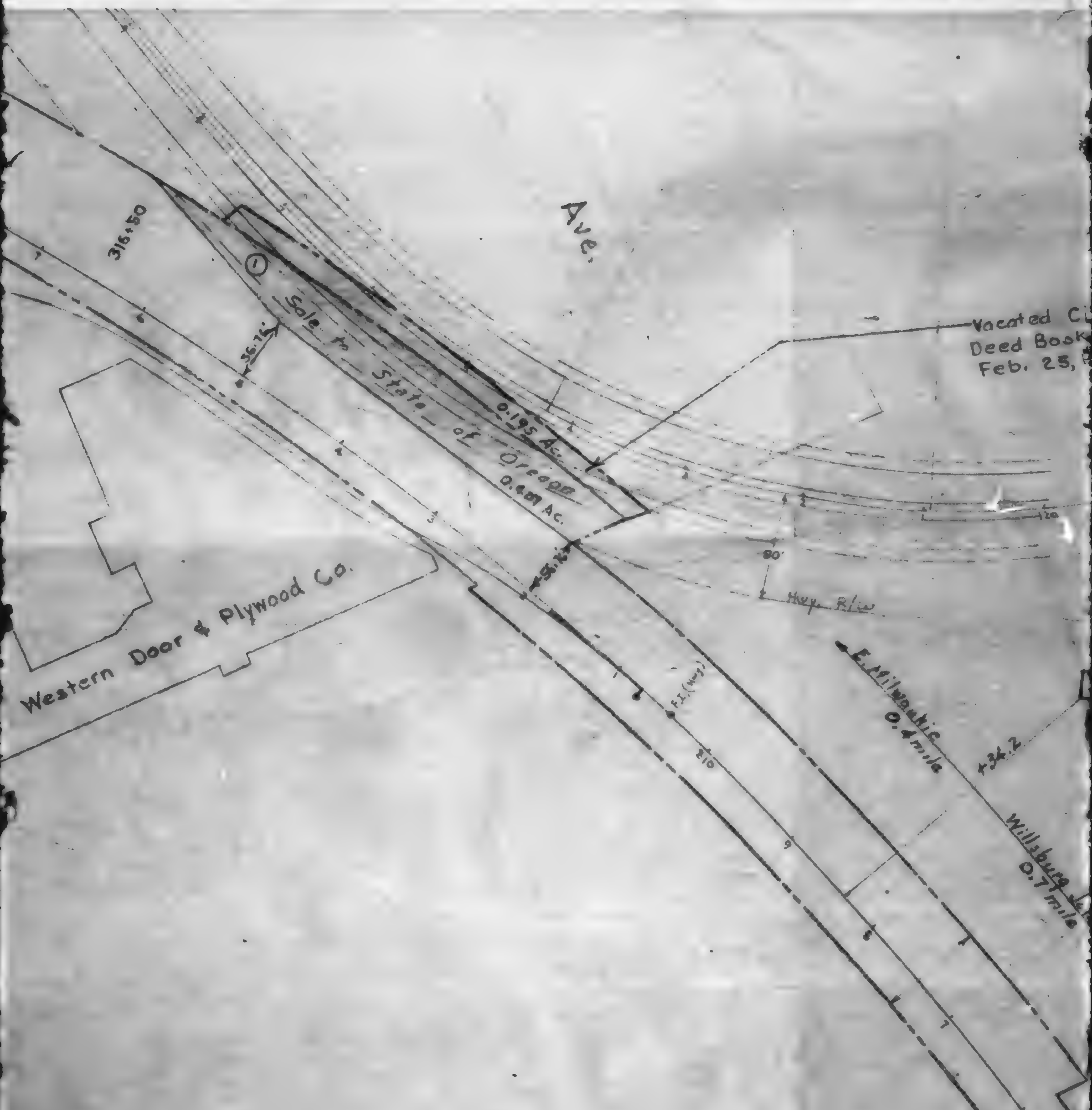
764.5

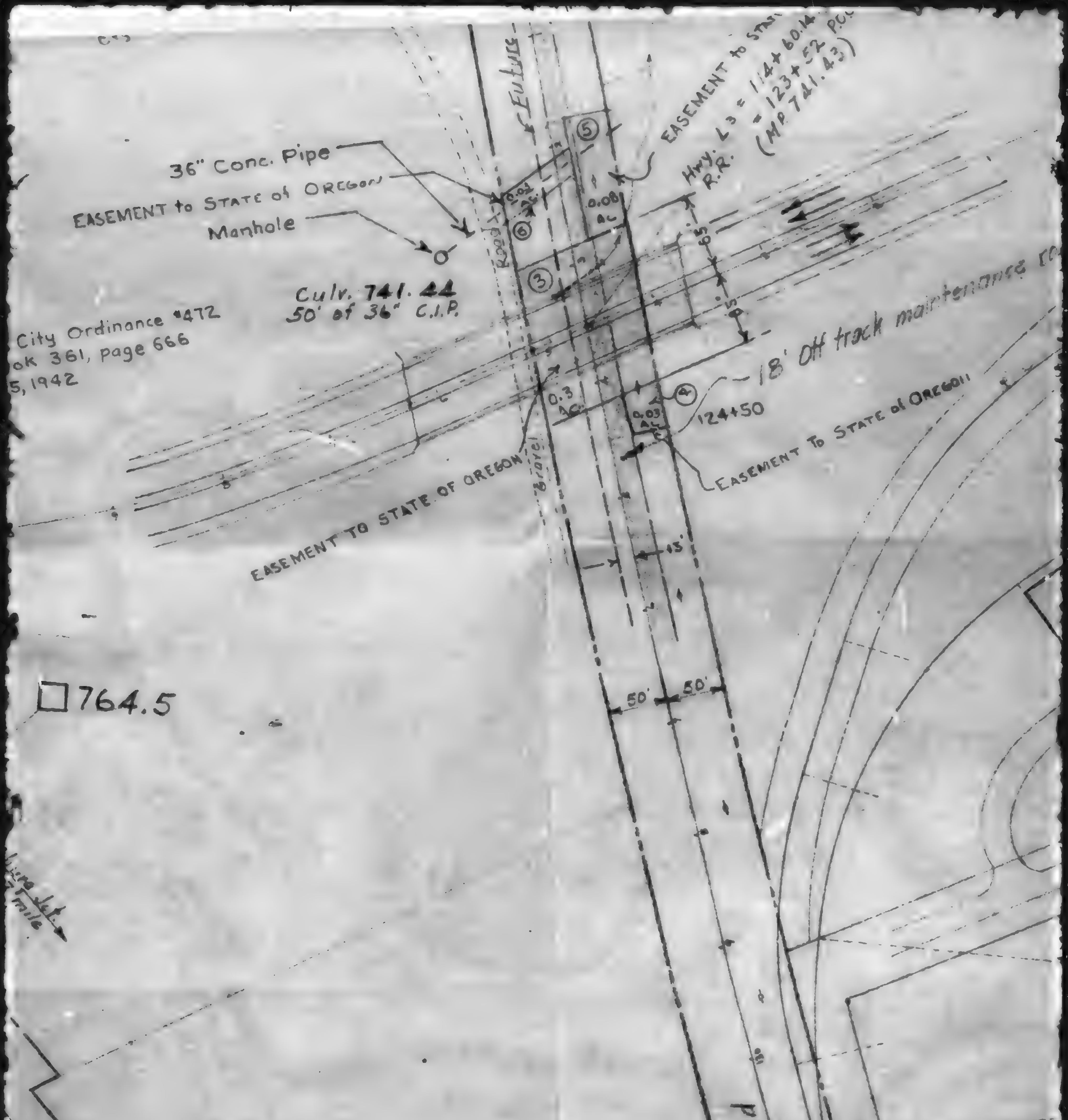

②
SALE TO 0.17 AC.
STATE OF OREGON
East 793.39
West 789.61
International Harvestor
(parts)
aintenance roadway
OREGON
Calif.
Spray
Chem.
Co.
AVE
110
3

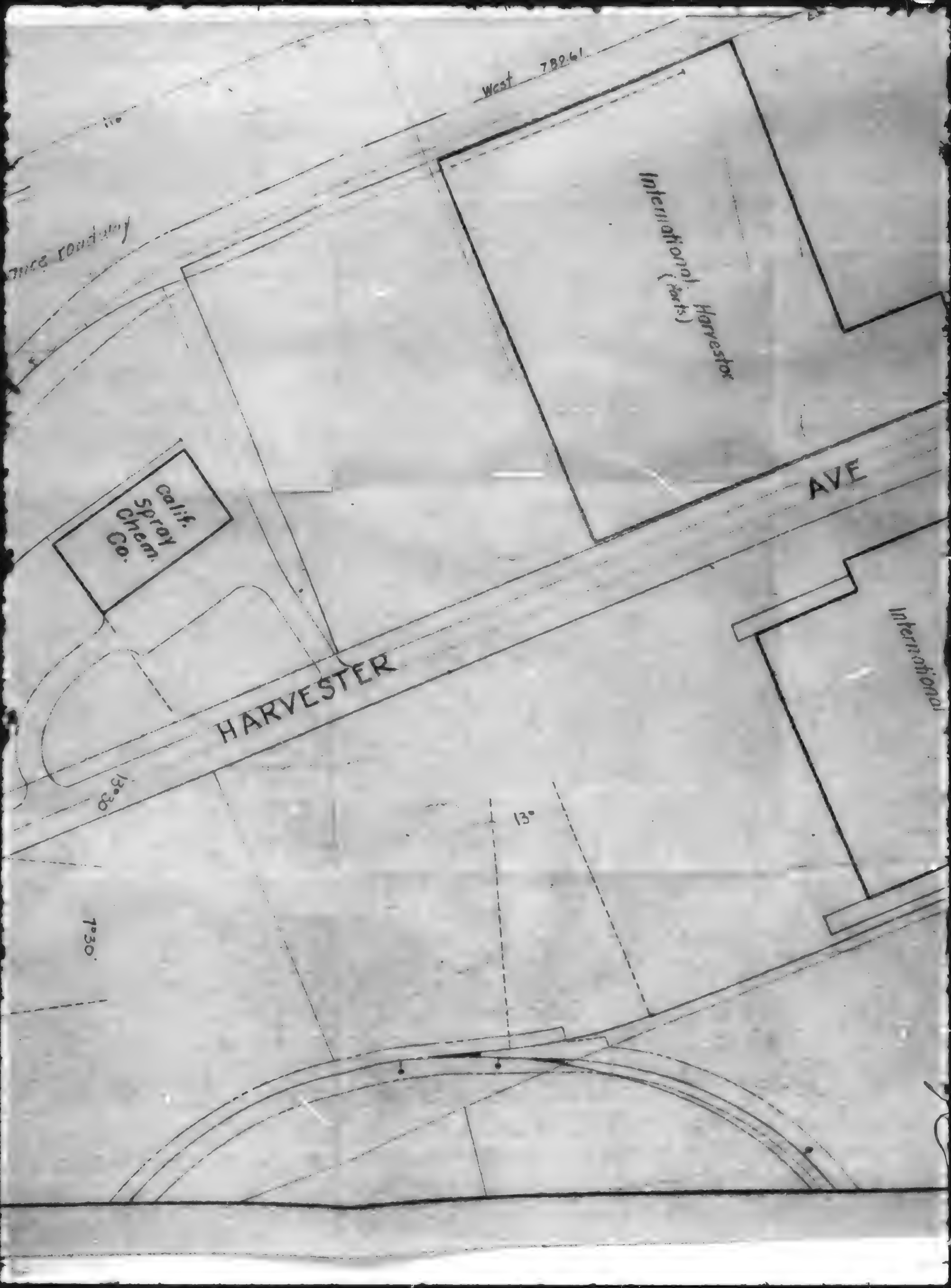

RIVER
0.17 AC.
②
OF OREGON
ost 793.39
N.10°23'50"E.
MAIN
PACIFIC
HIGHWAY
AVE
Intern

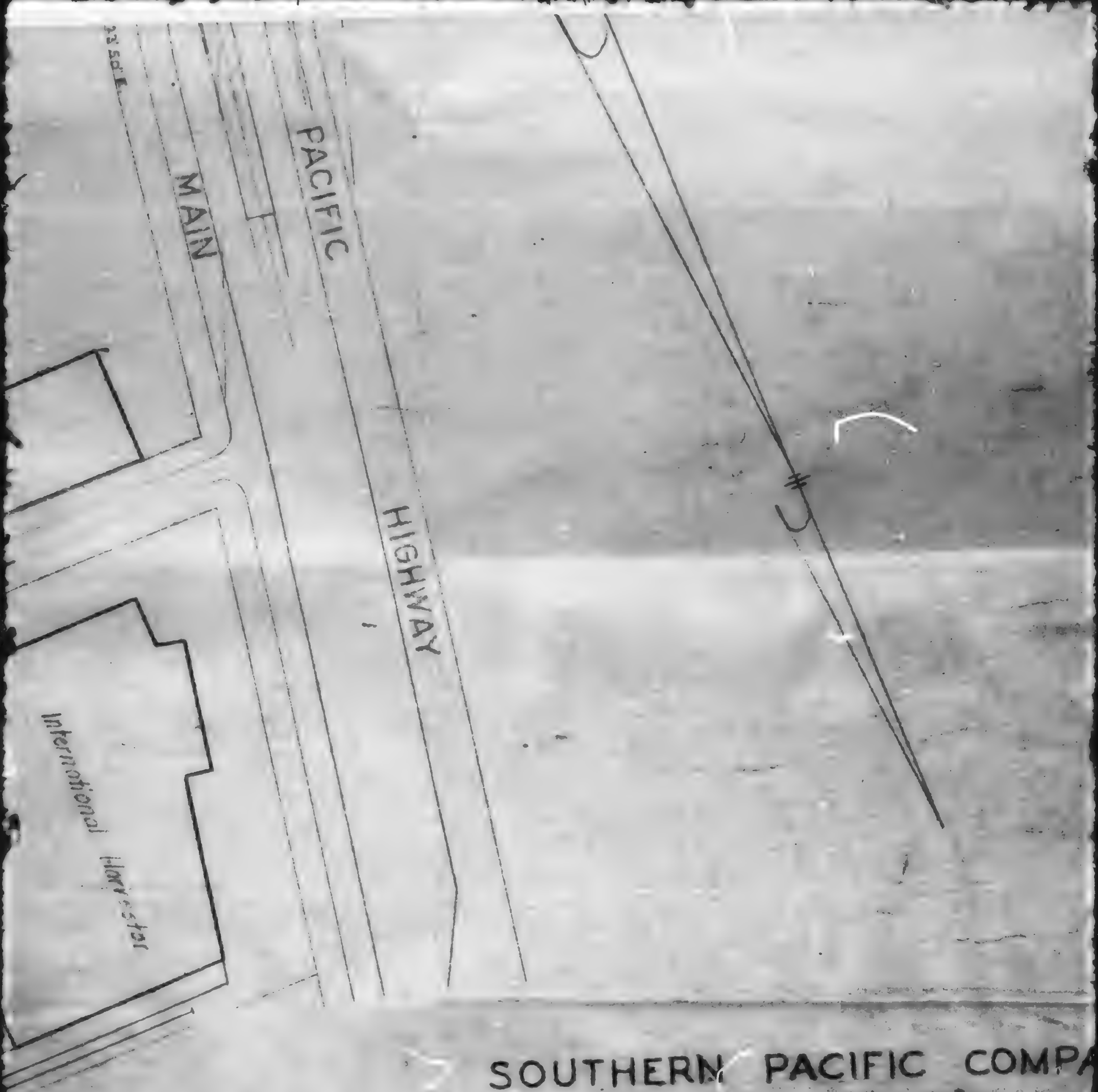

RIVER
ROAD
PACIFIC
HIGHWAY
MAIN


HARRISON
120'
Weste
LEGEND
▭ Yellow tint shows easement or sale.
—·—·— shows S.P. Co. property line


316+50
Ave.
①
Sale to State of Oregon
0.195 Ac.
0.409 Ac.
36.7'
Western Door & Plywood Co.
Vacated Ci
Deed Book
Feb. 25,
80'
Hwy. R/W
E.T. (Hwy)
210
E. Milwaukie 0.4 mile
+34.2
Willsburg Jct. 0.7 mile
304+37.14
CC 2°0


36" Conc. Pipe
EASEMENT to STATE of OREGON
Manhole
Culv. 741.44
50' of 36" C.I.P.
City Ordinance #472
ok 361, page 666
5, 1942
Future
Road
Gravel
⑤
⑥
③
④
0.02 AC.
0.08 AC
0.3 AC.
0.03 AC
EASEMENT to STAT
Hwy. L3 = 114+60.14 P.C.
R.R. = 123+52
(MP 741.43)
65
65
18' Off track maintenance ro
124+50
EASEMENT To STATE of OREGON
EASEMENT TO STATE OF OREGON
EASEMENT To STATE of OREGON
15'
50'
50'
764.5
To Portland
To Portland
mile
+37.14
C.C. 2°00'30"

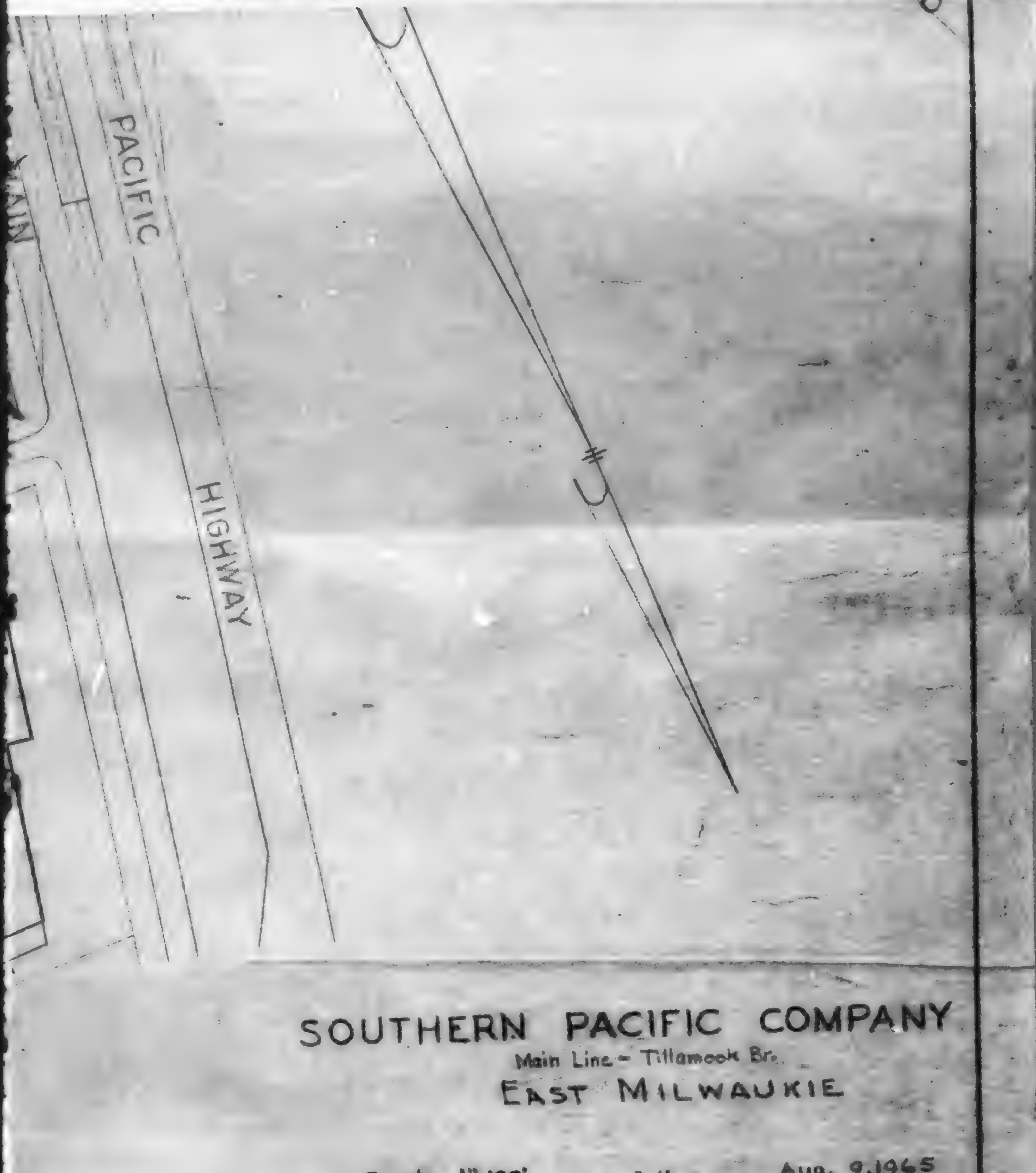

West 782.61
nce roadway
International Harvester (parts)
Calif. Spray Chem. Co.
HARVESTER AVE
International
13°30'
13°
7°30'



SOUTHERN PACIFIC COMPA
Main Line – Tillamook Br.
EAST MILWAUKIE

Scale 1"=100'
3-H
Rev. Feb 8, 1967

Aug. 9, 1	
Divn. – Oreg	
Drawing	F
Sheet	



SOUTHERN PACIFIC COMPANY

Main Line - Tillamook Br.

EAST MILWAUKIE

Scale 1"=100'   3-H   Aug. 9, 1965

Rev. Feb 8, 1967

Divn. - Oregon	
Drawing	F-975
Sheet	

I. B. Klaboe

RECEIVED
JUN 26 1967
FOR FILING

US-99E(8)
7089

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1967

SUBJECT: Right of Way Status
FAU (10) Project
July 27 Bid Opening

To: Mr. L. H. Young
Office Engineer

BUILDING

On the following FAU project all right of way or right of entry has been acquired except for the following files:

Milwaukie-Harmony Road Interchange Section,
Clackamas Highway, Clackamas County:
Grade, Pave, Strs., Signs, Rdsd. Impr.,
Sigs. & Illum.

File Nos. 38387-Sherfy & Leong
38394-Northwest Invest. Co.
38475-Meredith
38476-Freeman
38477-Teveliet
38395-So. Pacific
38499-Cereghino
38487-Foglio
38488-Bohlman
38725-Mulder
38726-Mutual Invest. Co.
38727-Griffin
38496-Lymp
40615-P.G.E.
40617-Rhoads
38767-Kendig

We are actively negotiating on the above files; however, should negotiation fail, we will have possession and the property will be available for contractor's use prior to our request for Bureau of Public Roads' concurrence in award on these files and files previously acquired.

The contractor should be held off the following properties and restricted from grading until after August 28, 1967. The buildings will be removed by others. This matter was covered in Mr. Haskin's letter to you dated June 16, 1967.

File Nos.	38491-Peters	house, garage and shed
	38492-Cristoforo	house and garage
	38494-Hays	2 houses, 2 garages and shed
	38764-Weigel	house, garage and shed

The contractor will be required to remove the following buildings and it will be necessary to hold him off the properties on the following files until after August 28, 1967, as mentioned in Mr. Haskin's letter to you dated June 6, 1967:

File Nos.	38763-Kendig	house and barn
	38726-Spindler	house, garage and shed

All rights of entry and rights of access have been acquired and relocation advisory assistance has been offered where necessary.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CE
cc: F. B. Klaboe ✓
C. H. Maison
G. E. Rohde
H. R. Mitchell
W. N. Haskin
Frank Lowe
Duane Ridings

RECEIVED
JUN 20 1967

FOR FILING

Fred W. Hill, Member
Helix
US-271(8)
7089

June 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Milwaukie-Harmony Road Interchange
Project No. US-271(8)

We hereby request that the requirements of subparagraph 6e of PPM 21-63 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived as being in the public interest for the above-mentioned project.

There are four parcels on the project with buildings on them. These buildings are to be removed by people other than the contractor with a removal completion date of August 28, 1967. The contract specifications will restrict the contractor's operation on these properties until after August 28, 1967. The properties are located as follows:

File No.	Location	Improvements
38491	217+50 Lt.	House, Garage, Shed
38492	219+20 Rt.	House, Garage, Shed
38494	221+00 Lt.	2 Houses, 2 Garages, Shed
38764	233+80 Rt.	House, Garage, Shed

Holding the contractor out of these areas until after the removal date, will be a working restriction of less than a month when we consider it usually takes 8 calendar days to award our projects after the bid opening. We feel this delay will not inconvenience the contractor or increase the cost of the project for the following reasons:

1. The area involved is in a deep cut section that supplies the bulk of the embankment and considerable work must be done before the excavation can commence.

   a. Two large channel changes must be constructed.

   b. Considerable drainage work must be installed.

   c. Storm sewers must be installed.

d. 25,000 cu. yd. of embankment foundation must be excavated and stockpiled for future topsoil.

2. The contractor must move in and complete most of the clearing and grubbing which includes old buildings, and many building foundations before the excavation can begin in the area involved.

Attached are three copies of sketch map of the area and buildings involved. If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

cc: F.B. Klaboe
D.H. Moehring
F.D. Morgan
R.N. Chase

Attch.

RECEIVED
JUL 3 1 1967

FOR FILING

US-271(8)
7089

MISC. CONTRACTS and
AGREEMENTS No. 335[illegible]

Agenda
4X
(X)

June 14, 1967

City of Milwaukie
City Hall
Milwaukie, Oregon 97222

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals and luminaire units on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUN 14 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

US-271(8)

7089

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 12, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: Revised Description
Right of Way File 36395
Milwaukie-Harmony Road Interchange Section
Clackamas Highway
Clackamas County
YOUR FILE: 911/323
0-0-66-3

ATTENTION: J. A. Holmes

Gentlemen:

Herewith you will find two copies of a revised description of the above-captioned file dated May 26, 1967, which should be substituted for the description I submitted with my letter of September 13, 1966. The revision affects only parcel No. 1 which was revised from 0.36 acre to 0.60 acre.

Your letter of May 15, 1967, containing your appraisal of this property has been referred to our Right of Way Section for consideration. You will be hearing from them regarding this in the near future.

We appreciate your preparing a permit of entry which will allow us to proceed with our project without delay, and look forward to receiving it in the near future. Your cooperation in this regard is sincerely appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: SP - Portland
F. B. Klaboe (w/attach.)
D. H. Moehring "
Jack Sollis "
L. W. Rulien "
R. H. Rumbolz "
John Scott "

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 15, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Clenn
Swen
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 17 1967
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
911/323
0-0-66-3

Mr. F. D. Morgan (2)
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter October 28, 1966 R/W File 38395, in which you offer $11,200 as consideration for Railroad properties required for construction Pacific Highway East, Cascade Highway Section, Clackamas Highway-Clackamas County in City of Milwaukie.

We have completed our property appraisals in this territory and in our judgement your total offer of $11,200 is somewhat low. Taking the various parcels in order and as identified on the property descriptions which you previously furnished, we counter your offer as set forth in the following:

1) Parcel 1, opposite Highway ES-125. We find this area to be conveyed to State in fee contains an area of 0.60 acre instead of 0.56 acre indicated in description. Our appraisal reveals this property has a value of $19,602.00 or rounded off to $19,600.00.

2) Parcel 2, opposite Highway ES-103. Railroad does not claim fee title to this 0.17 acre parcel, but we do have an easement for track to be constructed if and when adjacent industrial development requires it. Our relinquishment of this parcel will be by quitclaim instrument for nominal charge of $250 to cover handling and administrative costs.

COPY TO HELDIRING FOR ACTION 5-17-67

T

3) Remaining Parcels 3 through 6 needed in connection with constructing the Clackamas Highway Overcrossing will be conveyed by easement indenture. No charge will be made for these easements.

In recapping - Our values for Parcels 1 and 2 total $19,850 as opposed to your $11,200 or a differential of $8,650. If you agree to the sum of $19,850, we will arrange for necessary approval of our Management to conclude the transactions for Parcels 1 and 2.

In the meantime, we are arranging to present you with a right of entry which should enable you to meet your July 1967 date for advertizing for construction bids.

Yours very truly,

H. M. Williamson

Encl.

P

RECEIVED
JUN 2 - 1967
FOR FILING

US-271 (8)

7089

June 2, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Milwaukie covering the installation of traffic signals and luminaire units on the Milwaukie-Harmony Road Interchange section of the Clackamas Highway.

By the terms of this agreement, the State will make the installations, which are estimated to cost $170,000, as a part of the construction project without cost to the City. The City will maintain the luminaire units and will pay for electrical energy consumed by both the luminaire units and the traffic signals.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. B. Crandall
L. W. Rulien

VPJ:njc fn

COMMISSIONERS
HERMAN P. MEIERJURGEN CHAIRMAN BEAVERTON
W. B. HUFFSCHMIDT PORTLAND
LEONARD N. HALL CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

RECEIVED
1967
CONSTRUCTION DIVISION

Routing
Smith
Wills
Olsen

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

115-271(8)

May 15, 1967

7089

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Listed below in conjunction with our comments are the titles of the proposed highway projects mentioned in your April 27, 1967 letter:

North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County.

Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County.

South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County.

Jacksonville ("E" Street) Section, City Street, Jackson County.

We anticipate no fishery conflicts as a result of construction on the above projects.

Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

The 800-foot-long channel change shown on Johnson Creek is on a four percent grade. Large boulders should be placed in staggered locations to break up the increased stream velocities caused by the increased gradient.

We appreciate the opportunity to comment on these projects.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commi

5-19-67 Copies to:
F.B. Klaboe
L.H. Young
Frank Hall (5)
T.C. Roake
J.E. Morelock
L.W. Rulien (4)
L.R. Chandler (4)
A.F. Parson (2)
fw

NOTED
F. B. KLABOE

5-19-67

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1967

OR FILING
US-271(8)

7089

May 8, 1967

5636

Mr. Fred C. Dyer
City Manager
City Hall
926 Main Street
Milwaukie, Oregon

Dear Mr. Dyer:

This will acknowledge your letter of May 1 concerning the installation of traffic signals and luminaire units on the Milwaukie-Harmony Road Section of the Clackamas Highway. There are attached two copies of a State-City agreement covering these installations.

Will you please arrange for the signing of these agreements by the proper City officials and return them, along with a copy of an ordinance or resolution authorizing the Mayor and Recorder to sign, to this office. We will then arrange for the approval of the agreements by the State Highway Commission, after which you will be furnished with a fully executed copy.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)

VPJ:hm;nc ja

CITY HALL — 926 MAIN STREET
MILWAUKIE, OREGON
PHONE 654-9593

CITY OF MILWAUKIE, OREGON
"The Dogwood City of the West"
FOUNDED 1848—INCORPORATED 1903

May 1, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

In regard to your correspondence of April 4, 1967, the Milwaukie City Council wishes for you to proceed with plans and agreements necessary to implement the signalization and lighting of the Milwaukie Harmony Road section of the Clackamas Highway.

Sincerely yours,

Fred C. Dyer

Fred C. Dyer, City Manager

RECEIVED
MAY 3 - 196
TRAFFIC ENGINEERING

RECEIVED
MAY 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Crandall
[illegible]

Milwaukie agree
Hwy 1E - Cascade Hwy, Section

RECEIVED
MAY 16 1967

Form CD-121
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Co. Agree 1-31-67
Milwaukie - Cascade Hwy Section

US-271(8)

7689

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1967

In reply refer to: 08-35.EC/710.14

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

NOTED
H. S. COX

SUBJECT: Oregon Federal-aid Urban Program

Mr. Young's April 24, 1967 letter submitted one item for inclusion in the subject program. This Stage 2 Construction Phase project is detailed as follows:

Item	Project	Location	Work
152	US-271(8)	Hwy 171 Milwaukie-Harmony Road	Grade, pave, 4 struc's.

Compliance with IM 50-2-65 was satisfied under paragraph B-5 for the right of way project US-SU-271(7), therefore we recognize this project under paragraph B-3, with the exception of providing evidence (city and county agreements) of acceptance of the design by the governing bodies of all the affected jurisdictions.

This project is approved effective today with the understanding the above evidence, as well as the action requested in our May 3 project memorandum, will be provided prior to our construction authorization.

You are authorized to proceed with utility and railroad preparatory work effective today.

This action provides for improvement on 2.46 miles of the Federal-aid Secondary System within the urban area of Portland at a total estimated cost of $3,350,000 of which $2,110,000 is reserved as Federal-aid Urban Funds. Your unprogrammed balance of these funds as of today is now $128,597.46.

NOTE 5/9/67
This date I called Girvin & Arenz of BPR & related agreement approval by Co/Cty, route approval, & typical section regarding design. This seems to be satisfactory to BPR & will nullify this MEMO.
Don Harwell

RECEIVED
MAY 8 1967
OFFICE ENGINEERING
DIVISION

REFERRED TO
Young - Morgan
Asst. State Hwy. Engr.

RECEIVED
MAY 8 1967

RECEIVED
MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F.B. KLABO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc: Cooper - Porter - Klaboe
Wolfe - Morgan - Young
Moehring - Rulien

NOTED
DON HARWELL

U. S. DEPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION
[redacted]
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

Form CD-121 (11-63) (Pres. by A.O. 205-10) UNITED STATES GOVERNMENT

Memorandum

RECEIVED MAY

FOR FILING

DATE: May 4, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

US-271(8)

FROM 7089 A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project US-271(8)
Milwaukie - Harmony Road Section
Clackamas Highway Interchange Structures
at Pacific Highway East

The preliminary plans submitted with Mr. Merchant's letter of April 21 and the architectural perspective drawings submitted on May 2 have been reviewed and are approved.

We note your continuing effort at improving the aesthetics of structures including the heavy sand blast treatment on the approach walls and the new configuration of the GM type rail. We believe the appearance of these structures should be pleasing and commend you for your efforts along this line.

Copy
Monk
Mo
5-8-67

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

RECEIVED
MAY 9 - 1967

US-271(8)
7087

Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

May 3, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1967

FOR FILES

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

US-271(8)
7089

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 3, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer   By: T. Dec T. Dec
Salem, Oregon   Engineering Coordinator

SUBJECT: Oregon Project US-271(8)
Milwaukie - Harmony Road Interchange Section
Project Coordination and Utility Permits

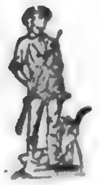
We have reviewed the status of utility and railroad work on the subject project. It does not appear that all necessary arrangements can be made for such work to be undertaken and completed as required for proper coordination with the physical construction schedules in accordance with the provisions of subparagraph 10.e(2) of PPM 21-6.3. Consequently you may be put in a position of being required to grant substantial extensions of time under your specifications with appropriate credits to be made in Public Road's participation for the liquidated damages which you cannot charge to the contractor. Furthermore, a proposed draft of an SP railroad agreement is required by subparagraph 23.d of PPM 21-10 and utility permits and/or agreements must be issued in accordance with subparagraph 15.d of PPM 30-4 prior to our authorization to advertise now scheduled for July 5, 1967. Agreement has been reached only with Western Union. Under these circumstances, even though your April 19, 1967 statwide meeting has done much to establish a better working relationship with utilities, the project should be postponed for a later bid opening.

We also note that you intend to include the City of Milwaukie's sewer work as a part of your construction contract. Your request for authorization to advertise should specifically indicate that the City has approved this portion of your plans and include the necessary certification regarding the City's real property interest as required by paragraph 7.1 of PPM 30-4.

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

5-8-67
REFERRED TO
Litchfield - Young
By Asst. State Hwy. Engr.

see me, please



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1967

[illegible]

Fred W. Hill, Member
[illegible]

US-271(8)
7089

April 24, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Adm.
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Urban Project, Item 132, Project No. US-271(8), Milwaukie-Harmony Road Section, which we desire to have included in the Federal-Aid Urban Highway Program.

We are also enclosing a copy of P.U.C. Order 43350 issued by the Public Utility Commissioner on April 10, 1967, relative to the railroad c'xing structure which is included in the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St.Rd.Jct. US 99E (Milwaukie) SE 2.46 mi. 21 68	**ADT**	PRESENT 6,900	FUTURE 14,400 (66) (70)	YEAR 8 (71) (72)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. H.T. Pave. 4 Strs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)
							PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME Clackama
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S | FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	St. Rd. Jct. US 99E (Milwaukie) S.E. 2.46 mi.	(54) (58)	(59) (66)	(67) (76)
5					**PE**					
5					**ROW**		(Milwaukie-Harmony Rd. Section)			
5					**CONST** (CODE)			2.46	3,350,000 ~~1,100,000~~	2,110,000 ~~693,000~~

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.46	3,350,000 ~~1,100,000~~	2,110000 ~~693,000~~
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. 65	**ADT**	PRESENT 6,900	FUTURE 14,400 (66) (70)	YEAR 8 (71) (72)	REGION 087	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 032 (4) (9)	ITEM NO. 152 (16) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) U.S.- 14 23	NUMBER 271(8) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Clackamas	CODE 005 (14) (16)			PROGRAM STAGE
ROUTE NO. S	FEDERAL-AID 129 (32)	STATE 171 (36)	U.S. (37) (41)	☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Gr. Dr. (2.46 mi.), 4-12' lanes H.T. pave. with 10' shldrs., 10' to 16' median with left turn refuge (1.97 mi.), illumination and traffic signal installation. 4 structures. R.O.W.-150' Normal; Access Control - Partial; Parking Restrictions-Partial. Utility & Railroad - Adj. Req. Incl. Prep. Work.
2.46	3,350,000 ~~1,100,000~~	2110,000 ~~693,000~~	1,240,000 ~~407,000~~		
2.46	3,350,000 ~~1,100,000~~	2,110000 ~~693,000~~	1,240,000 ~~407,000~~		
	(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 148, Project US-SU-271(7
and Item 913, Project SU-US-271(7).

USCOMM DUSCOMM-DC 48908-P61

MILWAUKIE-HARMONY ROAD SECTION

Project US-271(8)

Project Data:

The proposed project consists of 1.97 miles of grade and drain, 4 - 12' lanes high-type pavement with 10' shoulders, 10' to 16' median with left turn refuge, illumination installation at US 99E Interchange. Traffic signal installation at Harrison St., Oak St., Monroe St., Edison St. and DH Line (Lake Rd. connection); 0.49 mile of grade and drain only (east end); four structures as follows:

US 99E Interchange

1 Bridge 150' , HC 24' (A 2 Line Johnson Creek).
1 Hwy.-Waterway O'xing (Main Line) 433', HC 72'.
1 Hwy. O'xing (B 2 Line) 504', HC 23' with
  Retaining Wall 242'.

SPRR O'xing

1 RR O'xing 245', HC 78'.

There is included in the project as incidental work revisions to River Road which are required for the proper function of the Milwaukie Interchange (Jct. US 99E).

Railroad Crossing Data:

Railroad	- Southern Pacific Company
No. of Tracks	- 1
No. of Trains	- 10 through and 4 switching
High-Speed Trains	- None
Existing Protection	- None (New Crossing)
Proposed Protection	- Grade Separation
RR Benefits	- None

System Action, Airports, Water Development - None involved.

Public Hearing - Held November 25, 1964.

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

APR 25 1967
FOR FILING

US-271(P)

7089

April 21, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

Re: Clackamas Interchange Structures
Milwaukie-Harmony Road Section
Clackamas Highway
Clackamas County
Bridge No. 9668 & 9669

Enclosed herewith are two prints each of the following drawings relative to the subject structures.

Drawing No. 22956 - Preliminary plan and elevation, Pacific Highway, East U'Xing of Clackamas Hwy.

Drawing No. 22984 - Preliminary plan and elevation, Clackamas Highway-Pacific Highway, East Connection.

Sheets 2, 2A, 2B and 3 - Typical section and alignment.

Two unnumbered drawings - Foundation data sheets for the two structures.

As indicated on Drawings 22956 and 22984 reinforced concrete box girder construction is proposed for both structures. The desirable aesthetic characteristics, its competive position with steel in the span lengths under consideration, and the superior torsional stiffness of the box girder were all factors considered in the selection of this type of structure.

Based on approximated quantities the estimated cost of the two structures, including a 20 percent allowance for engineering and contingencies, is given below.

EDWARDS

Pacific Highway East U'Xing of Clackamas Highway	$570,000
Clackamas Highway-Pacific Highway East Connection	$280,000

Architectural studies of the proposed structures are nearing completion. As soon as they are available prints covering this aspect of the work will be forwarded to you.

The above drawings are transmitted herewith as a preliminary submission for this project. The project which incorporates the two above structures is scheduled for advertisement in July. Your early review and approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:jf

cc: Tom Edwards
C. H. Maison
L. H. Young

RECEIVED
APR 5 - 1967
FOR FILE

US-271(8)
7089

April 4, 1967

Mr. Fred C. Dyer
City Manager
City Hall
Milwaukie, Oregon 97222

Dear Mr. Dyer:

As a part of the construction of the Milwaukie-Harmony Road Section of the Clackamas Highway, certain traffic signals and illumination are planned. It is planned to install a computerized traffic signal system covering the Harrison, Monroe, Oak and Edison Street intersections. To provide safety at these locations, it is also proposed to install six 400-watt mercury-vapor luminaire units at each intersection.

Complete illumination is proposed for the interchange between the Clackamas Highway and McLoughlin Boulevard. This would require the installation of thirteen 400-watt and fourteen 250-watt mercury-vapor luminaire units. All of the luminaire units would be on steel poles and have underground power feed.

The State Highway Department is willing to install the traffic signal system and the luminaire units without cost to the City. It is requested that the City of Milwaukie maintain the luminaire units and pay for all electrical energy consumed by the luminaires and the signals. Because of the special nature of the computerized traffic signal system, the State will care for maintenance of that item.

If the above arrangement meets with the approval of City officials, will you please advise me. We will then initiate the necessary State-City agreement and proceed with the preparation of the plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:hm ja

RECEIVED
MAR 9 1967

U.S-27118
7689

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 7, 1967

SUBJECT: Sewer Relocation, Clackamas County
Housing Authority
Milwaukie-Harmony Road Section
Clackamas Highway
Clackamas County

To: Mr. L.W. Rulien
Division Engineer
State Highway Department
Portland, Oregon

ATTENTION: Mr. Richard Rumbolz

Reference is made to your letter of March 2, 1967 transmitting documents related to the Clackamas County Housing Authority 8-inch sanitary sewer that conflicts with the subject project.

Enclosed you will find a copy of a letter from Jack L. Sollis, Legal Division, giving his recommendations, from a legal standpoint, for the relocation of the Clackamas County Housing Authority sewer. This recommendation was given to Wayne Reed, Design Section, on March 7, 1967.

It is strongly urged that the exact location of the 8-inch sewer near the northerly right of way line be found so it can be positively determined whether or not a vertical conflict exists.

F.D. Morgan
Construction Engineer

By Julian Cartwright

for T.W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

JMC:sg
Enc.

cc: ~~F.B. Klaboe~~
F.L. Hall
J.L. Sollis
L.W. Rulien
Maurice Payne

FORM E-30 30M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1967

SUBJECT: Sewer Relocation, Clackamas
County Housing Authority
Milwaukie-Harmony Rd. Sec.
Clackamas Highway
Clackamas County

To: Mr. T. W. Litchfield
Utilities Liaison Engineer

Building

I have reviewed the letter by Mr. Dick Rumbolz and in my opinion the relocation outlined in red on the map would be most desirable for the following reasons:

1. In the vacation of 30th Street no easement was retained for the sewer line and the housing authority would have to establish one by prescription.

2. There is no recorded easement across the property owned by Colosso.

3. If the pipe line across vacated 30th Street and across the Colosso property was not brought to their attention, or, if they were unaware of its construction, the housing authority could not provide an easement by prescription or estoppel.

Therefore, I would strongly recommend that the easement outlined in red on the map be utilized if at all possible.

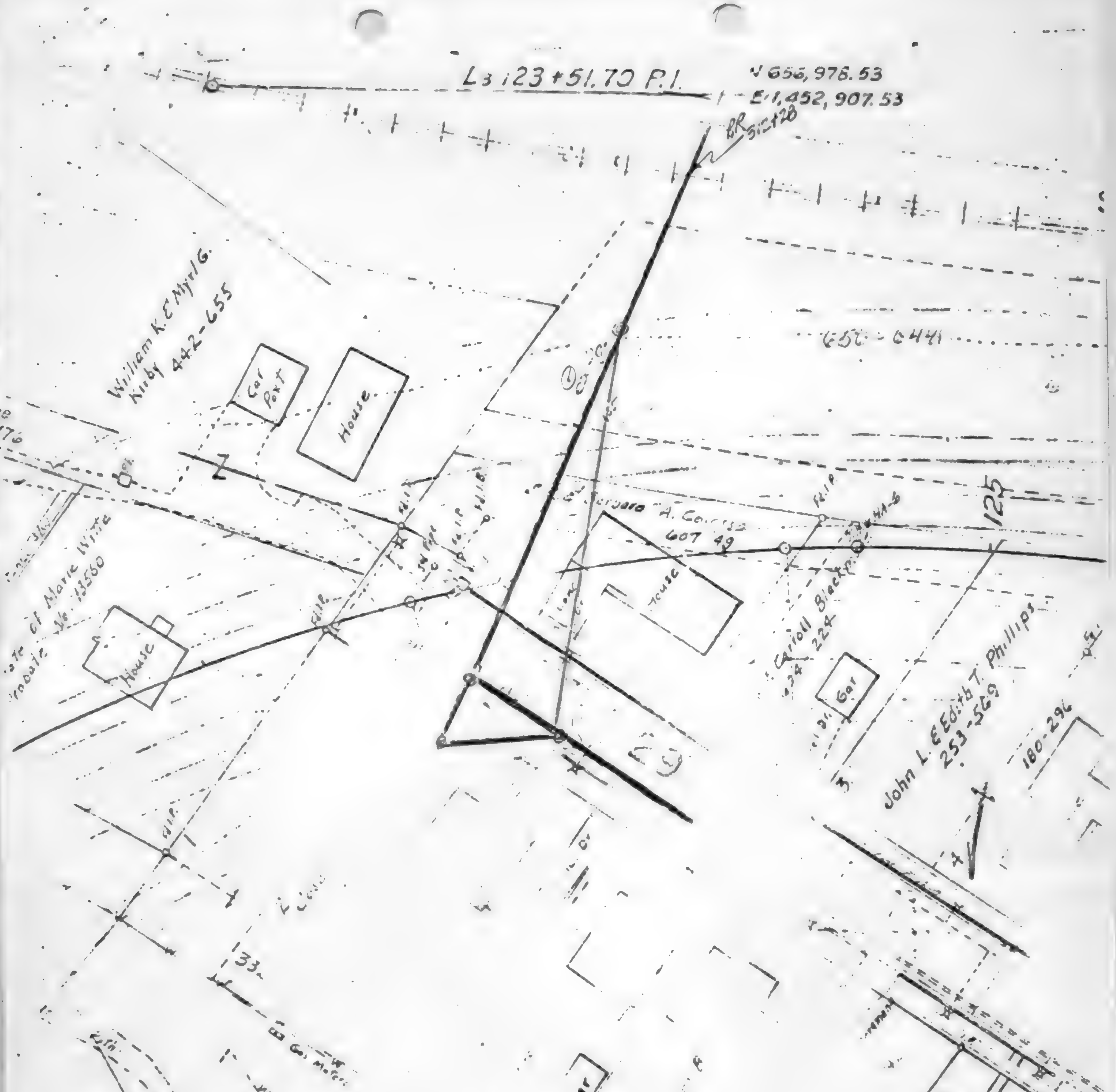
Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:hg

Routing
Morgan
Decker
Long
Barbee
Walker
Clonz
Swan

E
[illegible]
Mendlock
Trout
Scott
Wills
✓ Litchfield
Clem

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION


L3 123+51.70 P.I.
N 656,976.53
E 1,452,907.53
BR Sist 28
William K. & Myrl G. Kirby 442-655
Car Port
House
House
House
House
Gar
Gar
Estate of Marie Witte Probate No. 13560
Edward A. Correa 607 49
Carroll Black... 224
John L. & Edith T. Phillips 253-569
180-296
650-641
125
Anton E. Linde 330-716
Alice H. Havely 574-759
CHURCH
(I.B. Set)
L3
8°00' C.R.
TΔ = 74°10'00"
Conc. Dr.
Wire Line
33

PBA:ar
3/8/67

MEMO TO THE FILES:

Re: Abandonment Agreement
Milwaukie-Cascade Highway Section
Clackamas Highway No. 171
City of Milwaukie-Clackamas County

In January 1964 the City of Milwaukie, along with Clackamas County, agreed by letter to accept the existing alignment of the Clackamas Highway, (Lake Road) upon completion of the above referred to section.

This was followed by preparation of a formal triparty agreement providing for County and the City to accept those portions in their respective jurisdictions. This agreement was presented to and signed by the Clackamas County Board of Commissioners on February 20, 1967 and on that date also was presented to the City of Milwaukie for signatures at their February 27, Council meeting.

City Manager, Fred Dyer, requested that someone meet with the City Council on Monday, March 6 to explain the meaning of the part of this agreement that "State shall place Units A & B in serviceable condition either before or within a reasonable time after they are eliminated and title vested in County."

Mr. Rulien, Division Engineer, and the undersigned appeared at the Council meeting on Monday, March 6 and explained the meaning and procedure of this and other provisions of the agreement

The Council voted however, to table the matter since they earlier have assured their willingness by letter, to accept the City portion of this section following completion of the new line. They stated that they believe it unnecessary to sign the agreement so far in advance of the project completion and further, that they wish to examine the possibility of further improvement with State participation, such as a 75%-25% cooperative project suggested by City Manager, Fred Dyer.

NOTED
F.B. KLABOE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

P. B. Arensmeier
Mapping & Records Engineer
County and City Division

cc: F. B. Klaboe
L. W. Rulien

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED **REVISED**

Page 1 of 4 Pages

Section MILWAUKEE - HARMONY ROAD Highway CLACKAMAS (FAR 129) County CLACKAMAS Prefix 103-1417

Res. Engr. R. T. Ewen Approx. Length 2.5+ Miles. Sta. 94+ to Sta. 230+ Date 3-2-67

Truck A.D.T. 608 Traffic Coefficient 10.0 18 kip s.a. per day 426.0.

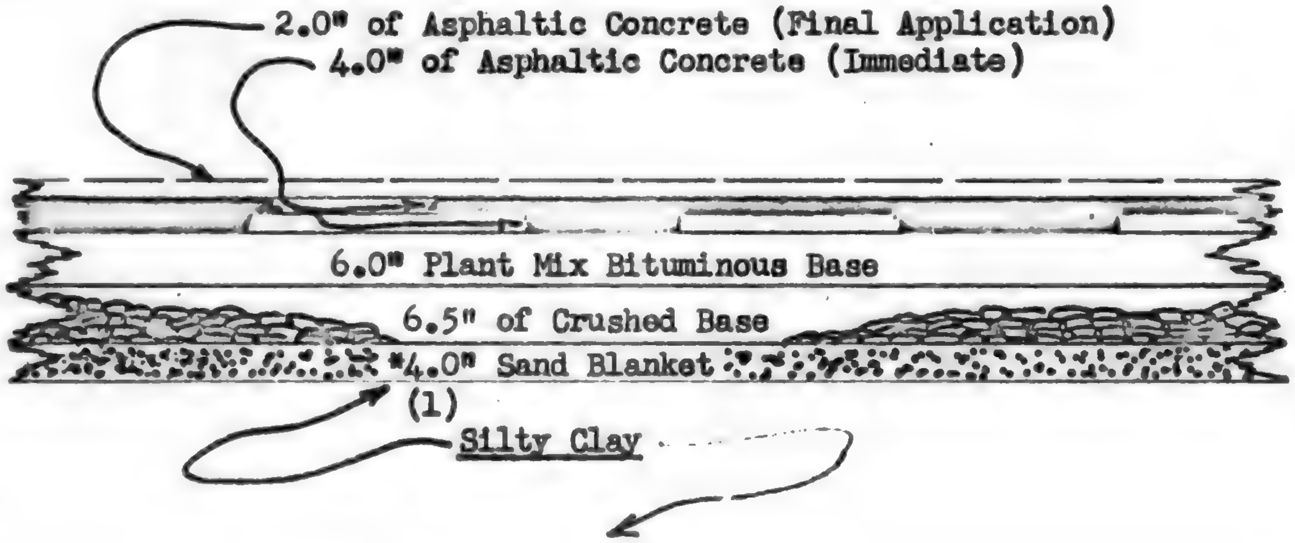
Annual Precipitation 44"± (Oregon City) Frost Penetration --------.

RECEIVED MAR 9 - 1967

CBE Total Req.	Credit	Actual Thick.	
[illegible]	4.0	2.0	A.C.(F)
	8.0	4.0	A.C.(I)
	11.0	6.0	P.M.B.B.
	6.5	6.5	Cr. Base
	3.0	4.0	*Sand Blanket
32.5	32.5	22.5	

(1)

Typical Soil	
45	LL
21	PI
100	%P 10
95	%P200
0	%Gravel
1	%C Sand
4	%F Sand
54	%Silt
41	%Clay
8	"R" Value
[redacted]	


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" Plant Mix Bituminous Base
6.5" of Crushed Base
*4.0" Sand Blanket
(1)
Silty Clay

AASHO CLASSIFICATION:

A-7-6(13)

MATERIAL SOURCES:

To be determined
by the Engineer.

*See Page 2 for remarks.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by ______ for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ______
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	*Sand Blanket	"CBE" Total Requirement	Actual Thickness
240 - 600	4.0"	3.0"	- - -	14.5"	4.0"	31.0"	25.5"
90 - 240	3.5"	3.0"	- - -	12.0"	4.0"	27.5"	22.5"
30 - 90	3.5"	- - -	2.0"	12.5"	4.0"	24.5"	22.0"
8 - 30	3.0"	- - -	2.0"	10.0"	4.0"	21.0"	19.0"
1 - 8	2.0"	- - -	2.0"	9.0"	4.0"	18.0"	17.0"
Cars Only	2.0"	- - -	2.0"	4.0"	4.0"	13.0"	12.0"

Should substitutions be made use the "CBE" column to obtain total thickness required and table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" *Sand Blanket = 0.8" Crushed Base

*Top Size either 1.0" or 0.75"
15% minimum Passing #40 sieve
8% maximum Passing #200 sieve

SECTION: MILWAUKEE - HARMONY ROAD
HIGHWAY: CLACKAMAS (FAR 129)
COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 6900 (Total)
B. 1986 Future ADT 14400 (Total)
C. Mean ADT 10650 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 4
F. Percent Trucks 11 (ADT Basis)
Log Trucks = 22
G. Trucks (in one direction) $\frac{F}{2}$= 5.5 x (C) 10650 = 586
H. % Trucks in Design Lane 100 %
Total = 608
I. Trucks in Design Lane (G) 608 x (H) 100 % = 608

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669
= 10.0

SECTION: MILWAUKEE - HARMONY ROAD

HIGHWAY: CLACKAMAS (FAR 129)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil

7. Stage Construction: Part of design

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A.C. has been selected for the following reasons:

This is a swampy area with a high water table, springs, etc. Project consists of shallow cuts and low fills. Minor settlement is anticipated throughout the job.

RECEIVED
NOV 28 1966
FOR FILING

4S-271(8)
7089

November 25, 1966

1175

Mr. Charles L. West
5010 S. E. Lake Road
Milwaukie, Oregon 97222

Re: Harmony-Lake Road Interchange
Pacific Highway East-
Mt. Scott Creek Section
Clackamas Highway

Dear Mr. West:

This is in answer to your letter of November 11 regarding the proposed revision to Lake Road and its resultant right of way taking from your property.

Highway Department policy dictates that when a new facility is designed it must be adequate for a 20-year traffic projection. Although our new highway will relieve the load on present Lake Road, safety requires that a left-turn median lane be constructed at the ramp terminals to handle the projected traffic volume for Lake Road, coupled with the ramp traffic from our new facility. This point is directly opposite your house.

Lake Road will become a residential street in most areas but because of the proposed interchange in your area, more traffic will be generated and cause the needed revisions locally.

By a copy of this letter, I am asking our Division Engineer, Mr. L. W. Rulien, to contact you and discuss this problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien (enc.)

DNS:jr ja

4390

NOV 14 66

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 15 1966
CONSTRUCTION
DIVISION

November 11, 1966

Complication of [illegible]
Volume
Safety
Design for future
Return to [illegible]

Porter

State Highway Department
Chief Engineer
Salem, Oregon

Subject: Milwaukie Expressway

Dear Sir:

I am concerned about the eastbound on-and-off approach to the Milwaukie Expressway near the intersection of Lake Road, Harmony Road and the Expressway. As I understand it, 15 feet will be required from the frontage of my property which lies directly across Lake Road from where the on-off ramp will join into Lake. I further understand that this additional right-of-way is required so that a center "duck out" lane can be built for this ramp.

This widening of Lake Road at this point requires frontage from several of the finer properties in this area . I question the validity of this move in light of the fact that the expressway will cut the traffic on Lake Road to an estimated one fifth of the present volume.

I propose that the on-off ramp merely join into Lake Road as it now is rather than disturbing these properties at this time. With the wide paved surface which we now have and with the reduced amount of traffic on Lake Road, it would seem that this should suffice.

About two years ago when Governor Hatfield dedicated the Omark industrial site nearby, he spoke strongly about the great improvement the Expressway would bring. He said this would leave Lake Road a truly residential area. The proposed widening of Lake Road at this point would adversely affect several of the finest properties along the road and would seem to refute the Governor's remarks.

Several of us property owners affected would appreciate the opportunity to discuss this with appropriate personnel from your office. To date we have not even been officially advised as to what is being planned.

Your consideration of this matter will be appreciated. May we hear from you soon?

Yours truly,

Charles L. West

Charles L. West

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1966
OREGON
STATE HIGHWAY COMMISSION

Charles L. West
5010 S.E. Lake Road
Milwaukie, Oregon 97222

LSF-21(2) Brothers Oasis Safety 1967
Rest Area on the Central
#7090 Ore. Hwy., E. of Bend

STATE COPY

Monthly transaction number 6-117	PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
Modification number 1	(PPM 21-7) 6-[illegible]-67	Project number LSF-21(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 28, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 95,462	$ 114,631
Federal funds	$ 89,939.00	$ 114,334.53
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of June, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. D. Klabe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)
For: R. E. Simpson

USCOMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. LSF-21(2)	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Deschutes
PROJECT REPORT NO. [illegible] 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-28-67	PROJECT NO. LSF-21(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Brothers Oasis Safety Rest Area on the Central Oregon Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-29-67	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 95,462	$ 89,939.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F. B. Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer NOV 28 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal-Aid
Project No. LBF-21(2)

BROTHERS OASIS SAFETY REST AREA ON THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

Project agreement estimate.

Salem, Oregon, October 16, 1967

Type Code X021
Rest Area (MP 42.82)(Contract 7090)

Watering	60	M-gal.	$ 4.40	$ 264.00
Blade Grader	44	hour	22.00	968.00
Front End Loader	22	hour	24.20	532.40
Labor	22	hour	7.15	157.30
3/4" - 0 Material in Base	430	cu.yd.	7.70	3,311.00
Subbase	1,900	cu.yd.	7.55	14,345.00
3/4" - 0 Aggregate in Prime Coat	34	cu.yd.	8.80	299.20
MC-250 Asphalt in Prime Coat	6	ton	77.00	462.00
Class "B" Asphalt Concrete	840	ton	18.70	15,708.00
12-inch Sewer Pipe	220	lin.ft.	3.63	798.60
Concrete Inlet, Type G-2	2	only	165.00	330.00
Concrete Curbs	36	cu.yd.	52.25	1,881.00
Extra for AC Walks and Surfacing	580	sq.yd.	2.20	1,276.00
Type 2 Fence	62	rod	8.25	511.50
Salvaging Type 2 Fence	30	rod	2.20	66.00
Type 2 Fence-Salvaged	30	rod	4.40	132.00
Electrical Supply System	All	Required		2,900.70
Area Illumination	All	Required		1,619.20
1/2-inch Water Pipe	190	lin.ft.	0.16	30.40
3/4-inch Water Pipe	110	lin.ft.	0.20	22.00
1-inch Water Pipe	1,270	lin.ft.	0.27	342.90
1 1/4-inch Water Pipe	1,100	lin.ft.	0.40	440.00
1 1/2-inch Water Pipe	600	lin.ft.	0.55	330.00
2-inch Water Pipe	140	lin.ft.	0.86	120.40
2 1/2-inch Water Pipe	660	lin.ft.	1.33	877.80
3-inch Water Pipe	270	lin.ft.	2.06	556.20
3/4-inch Steel Water Pipe	38	lin.ft.	0.94	35.72
2-inch Steel Water Pipe	110	lin.ft.	1.87	205.70
3-inch Steel Water Pipe	82	lin.ft.	2.75	225.50
3/4-inch Quick-Coupling Hose Valves	15	only	8.80	132.00
Pop-up Sprinkler Heads	21	only	5.24	110.04
Pop-up Rotary Sprinkler Heads-Full Circle	14	only	62.85	879.90
Pop-up Rotary Sprinkler Heads-Half Circle	34	only	72.60	2,468.40

1 1/4-inch Automatic Control Valves	9 only	$ 66.83	$ 601.47
1 1/2-inch Automatic Control Valves	2 only	80.19	160.38
1/2-inch Manual Drain Valves	16 only	6.53	104.48
1/2-inch Gate Valves	1 only	18.32	18.32
2-inch Gate Valves	2 only	66.00	132.00
2 1/2-inch Gate Valves	1 only	122.27	122.27
2-inch Pressure Vacuum Breaker	1 only	325.60	325.60
10-Section Automatic Controller	1 only	979.00	979.00
2-inch Electrical Conduit	160 lin.ft.	0.76	121.60
Submersible Pumping Installation	All Required		1,903.00
Lawn Construction	1 acre	1,806.43	1,806.43
2" x 6" Treated Timber Header	580 lin.ft.	0.305	176.90
Furnishing and Planting Trees	50 only	22.81	1,140.50
Furnishing and Planting Shrubs	160 only	5.63	900.80
Inorganic Fertilizer, 10-16-8	17 cwt.	6.40	108.80
Manure Fertilizer	38 cu.yd.	6.93	263.34
Mulch	6 unit	26.63	159.78
			$61,363.53
Flagging (57½% of Contractor's Cost)	All Required		100.00
		Subtotal	$61,463.53
		10% Engr. & Cont.	6,145.47
		Total	$67,609.00

Type Code X022
Convenience Facilities (MP 42.82)(Contract 7090)

Type 6 Toilet Building	1 only	$18,400.30	$18,400.30
Extra Concrete	1 cu.yd.	82.50	82.50
Sun Shelters	2 only	767.80	1,535.60
Picnic Tables	4 only	169.40	677.60
Drinking Fountain	1 only	275.00	275.00
Refuse Receptacles	4 only	27.50	110.00
3,000 Gal. Septic Tank	1 only	1,614.80	1,614.80
Size 4,500 Disposal Field	1 only	2,339.70	2,339.70
4-inch Cast-Iron Sewer Pipe	12 lin.ft.	2.86	34.32
4-inch Sewage Effluent Pipe	176 lin.ft.	1.43	251.68
		Subtotal	$25,321.90
		10% Engr. & Cont.	2,531.50
		Total	$27,853.00
		Grand Total	$95,462.00

Length of Project 0.00 Mile

Federal Funds* -	$89,939.00
State Funds -	5,523.00
Total	$95,462.00

*Note: Federal funds to be increased to full prorata share at time of finaling if additional funds available.

State Funds for Const.: Chap. 125, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 9-0901

Oregon State Highway Department

Federal-Aid
Project No. LSF-21(2)

BROTHERS OASIS SAFETY REST AREA ON THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

Revised PS&E Estimate

Salem, Oregon, August 10, 1967

Type Code Y021
Rest Area (M.P. 42.82)

Watering	60	M-gal.	$ 3.00	$ 180.00
Blade Grader	44	hr.	30.00	1,320.00
Front End Loader	22	hr.	20.00	440.00
Labor	22	hr.	6.50	143.00
3/4"-0 Material in Base	430	cu.yd.	7.00	3,010.00
Subbase	1,900	cu.yd.	2.50	4,750.00
3/4"-0 Aggregate in Prime Coat	34	cu.yd.	10.00	340.00
MC-250 Asphalt in Prime Coat	6	ton	80.00	480.00
Class "B" Asphalt Concrete	810	ton	15.00	12,150.00
12-inch Sewer Pipe	220	lin.ft.	5.00	1,100.00
Concrete Inlet, Type G-2	2	only	250.00	500.00
Concrete Curbs	36	cu.yd.	70.00	2,520.00
Extra for AC Walks and Surfacing	580	sq.yd.	2.00	1,160.00
Type 2 Fence	62	rod	9.50	589.00
Salvaging Type 2 Fence	30	rod	2.50	75.00
Type 2 Fence-Salvaged	30	rod	4.00	120.00
Electrical Supply System	All	Required		2,625.00
Area Illumination	All	Required		1,225.00
½-inch Water Pipe	190	lin.ft.	0.60	114.00
3/4-inch Water Pipe	110	lin.ft.	0.65	71.50
1-inch Water Pipe	1,270	lin.ft.	0.70	889.00
1¼-inch Water Pipe	1,100	lin.ft.	0.80	880.00
1½-inch Water Pipe	600	lin.ft.	0.85	510.00
2-inch Water Pipe	140	lin.ft.	1.10	154.00
2½-inch Water Pipe	660	lin.ft.	1.20	792.00
3-inch Water Pipe	270	lin.ft.	1.75	472.50
3/4-inch Steel Water Pipe	38	lin.ft.	0.80	30.40
2-inch Steel Water Pipe	110	lin.ft.	1.35	148.50
3-inch Steel Water Pipe	82	lin.ft.	2.50	205.00
3/4-inch Quick Coupling Hose Valves	15	only	8.00	120.00
Pop-up Sprinkler Heads	21	only	6.00	126.00
Pop-up Rotary Sprinkler Heads-Full Circle	14	only	35.00	490.00
Pop-up Rotary Sprinkler Heads-Half Circle	34	only	35.00	1,190.00
1¼-inch Automatic Control Valves	9	only	40.00	360.00
1½-inch Automatic Control Valves	2	only	50.00	100.00
½-inch Manual Drain Valves	16	only	9.00	144.00
½-inch Gate Valve	1	only	25.00	25.00
2-inch Gate Valves	2	only	50.00	100.00
2½-inch Gate Valve	1	only	70.00	70.00

2-inch Pressure Vacuum Breaker	1 only	$ 200.00	$ 200.00
10 Section Automatic Controller	1 only	500.00	500.00
2-inch Electrical Conduit	160 lin.ft.	2.00	320.00
Submersible Pumping Installation	All Required		2,700.00
Lawn Construction	1 acre	1,200.00	1,200.00
2" x 6" Treated Timber Header	580 lin.ft.	0.30	174.00
Furnishing and Planting Trees	50 only	15.00	750.00
Furnishing and Planting Shrubs	160 only	5.00	800.00
Inorganic Fertilizer, 10-16-8	17 cwt	8.00	136.00
Manure Fertilizer	38 cu.yd.	8.00	304.00
Mulch	6 unit	25.00	150.00
			$46,952.90
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$47,052.90
	10% Engr. & Cont.		4,705.10
	Total		$51,758.00

Type Code Y022
Convenience Facilities (M.P. 42.82)

Type 6 Tiolet Building	1 only	$	$16,000.00
Extra Concrete	1 cu.yd.	100.00	100.00
Sun Shelters	2 only	900.00	1,800.00
Picnic Tables	4 only	200.00	800.00
Drinking Fountain	1 only	200.00	200.00
Refuse Receptacles	4 only	35.00	140.00
3,000 Gal. Septic Tank	1 only	1,600.00	1,600.00
Size 4,500 Disposal Field	1 only	2,200.00	2,200.00
4-inch Cast Iron Sewer Pipe	12 lin.ft.	3.00	36.00
4-inch Sewage Effluent Pipe	176 lin.ft.	2.30	404.80
	Subtotal		$23,280.80
	10% Engr. & Cont.		2,327.20
	Total		$25,608.00
	Grand Total		$77,366.00

Length of Project 0.00 mile

Federal Funds*	$73,969.00
State Funds*	3,397.00
Total	$77,366.00

*Note: State funds will cover all costs over the authorized amount.

Federal-Aid
Project No. LSF-21(2)

Oregon State Highway Department

BROTHERS OASIS SAFETY REST AREA ON THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

P.S. & E. Estimate.

Salem, Oregon, June 26, 1967

Type Code Y022
Rest Area (MP 42.82)

WORK ITEM 1				
Blade Grader	44	hour	$ 30.00	$ 1,320.00
Front End Loader	22	hour	20.00	440.00
Labor	22	hour	6.50	143.00
3/4" - 0 Material in Base	300	cu.yd.	7.00	2,100.00
Stone Base Pit Run	1,540	cu.yd.	2.50	3,850.00
Class "B" Asphalt Concrete	700	ton	15.00	10,500.00
12-inch Drain Pipe	200	lin.ft.	3.25	650.00
Concrete Inlet, Type G-1	2	only	200.00	400.00
Type "C" Concrete Curb	34	cu.yd.	70.00	2,380.00
Extra for A.C. Walks and Surfacing	520	sq.yd.	4.00	2,080.00
Type 2 Fence	55	rod	10.50	577.50
Salvaging Type 2 Fence	29	rod	3.00	87.00
Type 2 Fence - Salvaged	29	rod	5.00	145.00
WORK ITEM 2				
Electrical Supply System	All Required			2,625.00
WORK ITEM 3				
Area Illumination	All Required			1,225.00
WORK ITEM 4				
1/2-inch Water Pipe	190	lin.ft.	0.60	114.00
3/4-inch Water Pipe	85	lin.ft.	0.65	55.25
1-inch Water Pipe	1,180	lin.ft.	0.70	826.00
1¼-inch Water Pipe	1,050	lin.ft.	0.80	840.00
1½-inch Water Pipe	600	lin.ft.	0.85	510.00
2-inch Water Pipe	170	lin.ft.	1.10	187.00
2½-inch Water Pipe	590	lin.ft.	1.20	708.00
3-inch Water Pipe	170	lin.ft.	1.75	297.50
3/4-inch Steel Water Pipe	130	lin.ft.	0.80	104.00
2-inch Steel Water Pipe	110	lin.ft.	1.35	148.50
3-inch Steel Water Pipe	180	lin.ft.	2.50	450.00
3/4-inch Quick-Coupling Hose Valves	14	only	8.00	112.00
Pop-up Sprinkler Heads	19	only	6.00	114.00
Pop-up Rotary Sprinkler Heads, Half Circle	31	only	35.00	1,085.00
Pop-up Rotary Sprinkler Heads, Full Circle	13	only	35.00	455.00

1¼-inch Automatic Control Valves	8 only	$ 40.00	$ 320.00
1½-inch Automatic Control Valves	2 only	50.00	100.00
½-inch Gate Valves	1 only	25.00	25.00
2-inch Gate Valves	2 only	50.00	100.00
2½-inch Gate Valves	1 only	70.00	70.00
2-inch Pressure Vacuum Breaker	1 only	200.00	200.00
½-inch Manual Drain Valve	17 only	9.00	153.00
10-Section Automatic Controller	1 only	500.00	500.00
2-inch Electrical Conduit	160 lin.ft.	2.00	320.00
Submersible Pumping Installation	All Required		2,700.00
WORK ITEM 5			
Type 6 Toilet Building	1 only	15,000.00	16,000.00
Extra Concrete	1 cu.yd.	100.00	100.00
WORK ITEM 6			
Sun Shelters	2 only	900.00	1,800.00
WORK ITEM 7			
Picnic Tables	4 only	200.00	800.00
Drinking Fountain	1 only	200.00	200.00
Refuse Receptacle	4 only	35.00	140.00
Furnishing and Planting Trees	48 only	15.00	720.00
Furnishing and Planting Shrubs	153 only	5.00	765.00
Lawn Construction	1 acre	1,200.00	1,200.00
2" x 6" Treated Timber Header	550 lin.ft.	0.30	165.00
Inorganic Fertilizer, 10-16-8	16 cwt.	8.00	128.00
Mulch	6 unit	25.00	150.00
Manure or Peat Moss	36 cu.yd.	8.00	288.00
WORK ITEM 8			
3,000-Gal. Septic Tank	1 only	1,600.00	1,600.00
Size 4500 Disposal Field	1 only	2,200.00	2,200.00
4-inch Cast-Iron Sewer Pipe	12 lin.ft.	3.00	36.00
4-inch Sewage Effluent Pipe	175 lin.ft.	2.30	402.50
			$65,711.25
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$65,811.25
	10% Engr. & Cont.		6,580.75
	Total		$72,392.00

Length of Project - - - 0.00 Mile

Federal Funds - $72,392.00

RECEIVED
SEP 3 - 1968
FOR FILE

LSF-21(2)

7090

August 30, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 18, 1968, on Contract No. 7090. The contract was with E. K. Steinlicht and was for improvement of the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

srb fn

C

RECEIVED
SEP 3 1968

FOR FILING

LSE-31(2)

7090

August 30, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7090 awarded to E. E. Steinlicht for improvement in the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County was completed on May 18, 1968, and accepted by the Highway Commission on August 30, 1968.

Final payment in the amount of $5,558.18 will be released to the contractor after September 9, 1968. The total contract amount is $99,698.84 including $1,722.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RLN

cc Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 25 1968
FOR FILING

LSE-21(2)
7090

August 20, 1968

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7090 on the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County.

After careful consideration, the Commission extended the completion date for Phase 1 to April 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc J. F. Putnam
Don Pallette
L. H. Young
I. D. Merchant
C. H. Maison
Bureau of Public Roads

COMMERCIAL SERVICE STATIONS RESIDENTIAL

E. E. Steinlicht

General Contracting

PHONE 382-2768

P.O. BOX 1070 - BEND, OREGON 97701

May 17, 1968

Oregon State Highway Department
Attention: Mr. Donald E. Pallett
P. O. Box 1249
Bend, Oregon 97701

Gentlemen:

Re: BROTHERS OASIS SAFETY REST AREA - Contract 7090

Please find enclosed five copies Contractors Request for Increase in Number of Workdays to Complete Construction Contract. Listed below, for your consideration, are several factors which resulted in unforeseen delays. These were discussed with you on December 12, 1967, in my office.

1. Abnormal Weather Conditions. I am enclosing a diary of the weather for 1967 and also for the same period of 1966.

   The Masonry Contractor began laying Block December 6, 1967, but did not complete laying them until December 19, 1967. This normally would have been only a 3-day job. During this time the temperature ranged from -10° to 30°. The average temperature was well below 32°.

2. Price Agreement No. 1. This change order to revise the size and design of the septic tank was made up on October 26, 1967, but did not reach the Field until November 9, 1967. We started excavating for the septic tank on October 27, 1967. There was solid rock from about 18 inches below the surface to floor grade, requiring the use of powder. Work on the foundation and block walls of the Toilet Building had to be delayed until we were certain what size septic tank would be installed so that it could not become necessary to use powder after this work was started.

3. Price Agreement No. 2. This was made up November 9, 1967, and was revised at no extra cost on December 8, 1967, which was the date of "go ahead" on this revision. The Electrician was not able to order his materials until that date. These materials arrived December 11, 1967. (See letter attached.)

RECEIVED
JUN 6 1968
E. PALLETT
Bridge Engr.

Estimates Without Obligation — Serving All Central Oregon

4. Force Account Work No. 1. This involved seven days and a total of 119 man hours for the period from November 28 to December 5, 1967.

5. Postponement of Base Preparation. On November 22, 1967, the job was ready for the Base preparation. Due to the cold weather it was not practical to start this phase of the work. We discussed this with you at that time. The Base material was stockpiled on the job and we proceeded with the work as early as possible when the weather permitted.

We trust you will accept the above as sufficient cause for the postponement of the work.

Very truly yours,

E. E. Steinlicht

E. E. Steinlicht

RECEIVED
AUG 13 1968
FOR FILING

LSF-21(2)

7090

C

August 12, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 8
August 20, 1968 meeting

Gentlemen:

E. E. Steinlicht, contractor on the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County, Contract No. 7090, has requested that the completion date for the work be advanced to April 30, 1968, without the assessment of liquidated damages. The contractor cites inclement weather and extra work involved in plan changes as his reasons for failure to complete the work on time.

The contract provided that Phase 1 be completed by December 31, 1967. It became necessary to issue a stop order on December 13 because weather conditions were so adverse that desired work could not be completed satisfactorily. The order was rescinded April 15, 1968, and the work was completed on April 30, 1968.

Prior to the issuance of the stop order, the contractor had suffered an 11-day delay in October due to encountering unanticipated solid rock in the area of excavation for the septic tank and disposal field.

The delays listed above provide sufficient reason for extending the completion date for Phase 1 to April 30, 1968. No extension was necessary for Phase 2 of the work, which encompassed the lawn construction.

We recommend the contractor be granted an extension to April 30, 1968, without the assessment of liquidated damages, which will waive all liquidated damages on the project.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

CAG:jf/TE:ja lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
J. F. Putnam

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7090 Contractor E. E. Steinlicht

Highway Central Oregon

Section Brothers Oasis Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant an extension to April 30, 1968 for Phase 1 work, without assessment of liquidated damages, because of extra work involved in plan changes to sewer system and stop work orders issued because of inclement weather.

Recommended for Approval:

Division Engineer

Ivan D. Merchant

~~Construction Engineer or~~ Bridge Engineer

Asst State Highway Engineer

Contract No. 7090

Project designation LSF-21(2) State-Federal

Date awarded 10-9-67

Work started 10-19-67

Per cent completed 100% 5-18-68 Date

Spec. Initial Compl. Date ~~No. of Workdays Allowed~~ 12-31-67

1st. Phase Work Completed: ~~No. of Workdays Used~~ 4-30-68

Request Initial Completion Date Be Changed To: ~~No. of Added Workdays Requested~~ 4-30-68

SP*6296-734

E-330 (Rev.)—5M—9-64

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 12 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 17, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from 12-31-67 ~~days~~ to 4-30-68 ~~days~~, within which to complete our Contract No. 7090, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

E. E. STEINLICHT
Contractor

By E E Steinlicht

CONSENT OF SURETY

Date May 17, 19 68

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard L Mayhew
Attorney-in-fact

Gordon H Randall
Resident Agent

(SEAL)

RECEIVED
JUL 23 1968

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

Edwards
7-19

DATE: July 16, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. K. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-21(2)
Brothers Oasis Safety Rest Area
Contract No. 7090

By July 1 letter you requested that the completion date for the first phase of work under the above contract be extended to April 30, 1968.

The contract stipulated that the first phase of work (all contract work except landscaping) was to be complete by December 31, 1967 and that all contract work was to be accomplished by May 31, 1968. The latter date was easily met, the project being complete as of May 18.

In your analysis, you conclude that suspension of work because of weather and performance of extra work due to changes in the septic tank and disposal field accounted for delays in completing items under the first phase. Under Article 8-8 of the General Special Provisions, these delays are among those for which additional time may be considered when beyond the contractor's control. Therefore, as you requested, we hereby concur in your recommendation that the specified contract completion date for the first phase of work under the above contract be extended to April 30, 1968.

Copy - Merchant
Young
7-23-68

NOTED
TOM EDWARDS

RECEIVED
JUL 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 3 - 1968
FOR FILING

LSF-21(2)

7090

July 1, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Brothers Oasis Safety Rest Area
FAP No. LSF-21(2)
Contract No. 7090

Dear Sir:

The contract provided that contract items 1 through 49 and 57 through 60 (all work except lawn construction and planting of trees and shrubs) be completed by December 31, 1967, and that contract items 50 through 56 (lawn construction, et cetera) be completed by May 31, 1968.

Contract items 1 through 4, 10 through 17, 19 through 43, 45 and 47 through 60 were completed on or before December 31, 1967.

Contract items 5 through 9 (subbase, paving, et cetera) were completed April 30, 1967.

Contract items 18, 44 and 46 (structures) were complete except for the final coats of paint on January 11, 1968, and were entirely completed April 18, 1968.

Contract items 50 through 56 were completed May 18, 1968.

The reasons for delay in completion of items 5 through 9 (subbase, paving, et cetera) and the structure items 18, 44 and 46 are as follows:

A stop work order was issued December 13, 1967 on items 5 through 9 (subbase, paving, et cetera) when weather conditions made it impossible to do satisfactory work. This order was rescinded April 15, 1968 and the items were completed April 30, 1968.

The contractor's construction operations on items 18, 44 and 46 (structures) were delayed 11 days during the period October 16, 1967 through October 26, 1967, because of a plan change for the size of the septic tank and disposal field. It was not possible to prosecute work on structure items as excavation for the septic tank and disposal field was very close to the structure sites and in rock requiring the use of explosives, with a resulting potential hazard to workmen and work in the area.

The work on the structures was completed, except for the final coats of paint, January 11, 1968 (an 11-day delay) corresponding to the 11-day delay occasioned by the plan change for the septic tank and disposal field. A stop work order was issued effective January 12, 1968 on the final painting of the structures because weather conditions were such that it was impossible for the contractor to produce quality workmanship. This order was rescinded April 15, 1968 and the work was completed April 18, 1968.

Delays to the subbase and paving items (5 through 9) and the structure items (18, 44 and 46), all a part of the first phase of the work, were due to conditions beyond the contractor's control. With your concurrence, I propose to recommend to the Highway Commission that the completion date for the first phase of the work be advanced to April 30, 1968 without assessment of liquidated damages. All items for the second phase of the work were completed within the time allotted.

Very truly yours,

Forrest Cooper
State Highway Engineer
ORIGINAL SIGNED
By VICTOR D. WOLFE
for
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JUN 7 - 1968

(2-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

LSF-21(2)
7090

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 4, 1968

In reply refer to: 08-35.DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-21(2)
Brothers Oasis Safety Rest Area
State Force Order No. 1
Total Estimated Amount of the Order &
Federal Participation: $360.00

Reference is made to Mr. Young's letter of May 21, 1968, concerning the subject order for permanent stripping of the above rest area.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total costs of the work to be done under this order is $360.00 with Federal participation of that amount.

Attachment

6-7-68

REFERRED TO Young w/enc.
By Asst State Hwy. Engr.

RECEIVED
JUN 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. D. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—5M 5

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY [illegible] By
Dist. Engineer
G 1-R
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Brothers Oasis Safety Rest Area Date May 10, 1968

Highway Central Oregon Contract No. 7090 F. A. Project No. LSF-21(2)

County Deschutes Prefix 9-0901 Account No. 278-02

Description of Work To Be Done:

Stripe parking area as shown on revised plans for two-way traffic on entrance roads.

Location by Station Numbers:

Parking area and entrances.

Estimate of Quantities and Costs:

Estimated time - 12 hrs. @ $30.00/hr.	$360.00
Total Cost to Contract (estimated)	$360.00

Explanation: Contractor does not have specialized equipment required for this work. Striping shown on project plans, but no provision for doing work in contract.
Hourly rate is as per agreement with BPR for Incidental Interchange Pavement Legends.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 97,633.15
Present estimate of project cost, including $ 360.00 for work under this order	$ 107,637.79
Expected ~~under-run~~ over-run (amount)	$ 10,004.64
Expected ~~under-run~~ over-run (per cent)	10.25%

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. E. Pallett
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ L. H. Young

RECEIVED
JUN 17 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

LSF-21(2)

7090

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Orig to Young
6-14

May 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Contract 7090
Prefix 9-0901
FAP LSF-21(2)

Dear Sir:

All work under Contract No. 7090, Brothers Oasis Safety Rest Area Section of the Central Oregon Highway in Deschutes County, was completed on May 18, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date June 10, 1968

Conditions noted on above date:
Approximately 18 Japanese Black Pine trees were dead or did not show satisfactory growth at the 6-7-68 final inspection and are to be replaced with boxed nursery stock.

R. E. Simpson
Division Engineer

bc: ~~Forrest Cooper~~
L. H. Young

RECEIVED
JUN 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DECEIVED
MAY 22 1968

LSF-21(2)

7090.

May 21, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Contract No. 7090
Prefix 9-0901
F.A.P. LSF-21(2)

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 278 covering the permanent striping of traffic lines on the Brothers Oasis Safety Rest Area Section of the Central Oregon Highway in Deschutes County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

The estimated total cost of the work to be done under this order is $360.00 with Federal participation of $360.00.

This work was tentatively recommended for approval by the BPR Assistant Engineering Coordinator, May 20, 1968. Your approval of the order, under PPM 21-6.3, with reimbursement to be on actual cost basis, is requested.

Your approval as of May 20, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

RECEIVED
MAY 15 1968

13E-2169

7090

May 15, 1968

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization appears certain for the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County (Contract No. 7090). E. E. Steinlicht is the contractor.

The original authorization was $97,633.15 and it now appears the final cost will be $111,034.73 or an increase of 13.7 percent. The cause of the overrun is increased quantities in contract items for earthwork (equipment rental), surfacing and lawn construction items, and engineering expense. All contract items involved cover large areas of light or scratch work and it is difficult to prepare accurate estimates of quantities under these conditions.

The matter will be on the agenda for your consideration at the May 29 meeting and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:smd jko

A.H.R

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

May 2, 1968

SUBJECT:
Brothers Oasis Safety Rest Area
Contract #7090

To:
Mr. Ivan Merchant
Bridge Engineer
Salem, Oregon 97310

Herewith a report on Expected Overrun on Project Authorization and copy of letter of transmittal as received from Resident Engineer Pallett.

Immediately after this project was let the 3,000 gallon septic tank was thought to be inadequate and both the tank and the drain field were redesigned at additional cost to the project.

The excavation for the project was worked up on an equipment rental basis and due to the shortness of time the designers were unable to check with the field to verify hours required. As a result, the items involved in the grading work were underestimated.

The specifications for manure fertilizer required the lawn area to be mulched; however, the quantities set up for the project failed to include this area causing a heavy overrun in the item.

At first, we felt that we were going to be within the project authorization on the basis of the overruns we could visualize. However, upon the commencement of surfacing operations, it was soon apparent that these items had also been underestimated. As a result, the present estimate of cost shows a 13.7% overrun of the original authorization. Mr. Pallett advised that he checked the original calculations but evidently made the same mistake as the designer in that the area to be surfaced was scaled from the plans but on an actual check in the field the area was much larger.

Engineering also will be overrun. The project is fifty miles from Bend and the contractor's activities have required daily supervision causing an overrun in this item.

J F Putnam
J. F. Putnam
Division Engineer

JFP:bl
Encs
cc: D. E. Pallett

BRIDGE DIVISION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 3 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 29, 1968

SUBJECT: Brothers Oasis Safety Rest Area
Contract 7090

To:
J. F. Putnam
Division Engineer
Bend, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 3 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Enclosed find Expected Overrun of Project Authorization for subject project.

Bid Items 2, 3 & 4 dealing with equipment rental and labor had their quantities set up strictly by guess for a bidding basis and were unrealistic when applied to the amount of work required to be done on the project.

Items 5, 6 & 9 dealing with subbase, leveling course and Asphaltic concrete were underestimated by the design department. I am coming much closer to my calculated quantities than I am to theirs.

Item 55 allowed for that quantity of manure fertilizer required to mulch in shrubs and trees. No allowance was made for nearly 200 yd^3 required to mulch the lawn area being constructed.

Items 57 & 58 were increased by a redesign at the beginning of the project changing the 3,000 gal. septic tank to 5,000 gal. and the 4500 disposal field to a 3900 seepage bed.

E.W.O. #1 was initiated to pay cost of installing a 12-inch CMP under the highway to be used as a utilities conduit and install an 18-inch CMP that was required when the original one for that area had to be abandoned due to lawn construction at its outlet end. Although design was originally aware that the 12-inch CMP had to be installed the idea was prevalent that maintenance people were going to do this item without any charge.

I have added a provision for money to be used for state striping crew after checking with Mr. Spooner revealed that the Bureau has started participating since no contractors are in the business in Oregon.

Engineering has overrun due to the large percent of time a man has to be present on the project to check items before they are incorporated and covered. Also the project has been in progress for quite an extended period of time.

D E Pallett
Donald E. Pallett
Resident Bridge Engr.

Encl:

Form E-372 (Rev. 10-60)

EGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Brothers Oasis Safety Rest Area Date April 29, 1968

Highway Central Oregon Contract No. 7090

County Deschutes Kind of Work Improvement Contractor E. E. Steinlicht, Bend

	Authorized	Estimated	
Contract Amount	$86,685.03	$101,534.73	
Anticipated Items	100.00	0	
Contingency (4½%)	3,905.32		
Engineering	6,942.80	9,500.00	
Credits	--		
PROJECT COST	$97,633.15	$111,034.73	
	NET INCREASE $	13,401.58	13.7%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 5-29-68

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
2. Blade Grader (C)	$ 2,200.00	$1,232.00
3. Front End Loader (C)	2,178.00	1,645.60
4. Labor (C)	786.50	629.20
5. 3/4"-0 Mat'l. In Base (C)	5,105.10	1,794.10
6. Subbase (C)	16,182.67	1,837.67
9. Class "B" Asphalt Concrete (C)	19,635.00	3,927.00
55. Manure Fertilizer (C)	1,629.94	1,366.60
57. 3,000 Gal. Septic Tank (U) (redesigned to 5,000 Gal.)	2,589.40	974.60
58. 4500 Disposal Field (U) (redesigned to 3900 seepage bed)	2,931.12	591.42
EWO #1 Place CMP Under Highway (U)	1,722.99	0
SFO #1 Stripe Parking Area (U)	500.00	0
Engineering (A)	9,500.00	2,557.20

Principal reasons for overruns (Continue on reverse side): Bid Items 2, 3, 4, 5, 6, 9 & 55 were underestimated. Items 57 & 58 were increased in cost by design change after contract was let. E.W.O. #1 was written to do work shown on plans by others, but which had to be done by contractor to complete work. S.F.O. #1 has not been written at this time but will be required as it is shown on contract plans.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by D E Pallett
D. E. Pallett Resident Engineer

Noted by ____________ Construction or Bridge Engineer

Confirmed by ____________ Division Engineer

Noted by ____________ Deputy or State Highway Engineer

Form E-266—6M

LSF-21(2)
74176

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

OCT 3 0 1967

G1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Brothers Oasis Safety Rest Area
Date 10-27, 1967
Highway Central Oregon
Contract No. ~~7090~~
County Deschutes
Prefix 9-0901
Contractor E. E. Steinlicht
F. A. Project No. LSF-21(2)
Address P. O. Box 1070, Bend, Oregon 97701
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish material, labor and equipment to excavate, place, backfill and patch pavement complete for installation of one 12" CMP 76 ft. in length and one 18" CMP 48 ft. in length.

Location by station numbers:

2231+40 and 2238+30

RECEIVED
NOV 1967
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Materials	$ 470.00
Labor	300.00
Equipment	460.00
+15% and 20%	199.50
Estimated cost to contractor	$1,429.50

NOTE
F. B. KLAB

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

12" CMP is shown on contract plans to be installed by others. 18" CMP is required to replace existing culvert which will have to be abandoned and was not foreseen when project was designed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$97,633.15	
Present estimate of project cost, including $1,429.50 for work under this order	$95,723.53	
Expected under-run ~~over-run~~ amount	$1,909.62	
Expected under-run ~~over-run~~ per cent	2	

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. E. Pallette
Resident Engineer

Approval Recommended: /s/ Alfred A. [illegible]
~~Construction Engineer or~~ Asst. Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ [illegible]
young 11-9-67

C

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

OCT 24 1967

LSE-21(2)

7090

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

October 23, 1967

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7090 for improvement in the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc

United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
OCT 2 1967

UNITED STATES GOVERNMENT
FO *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

LSF-21(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 10, 1967

In reply refer to: 08-35-EC

7090

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-21(2)
Brothers Oasis Safety Rest Area
Rest Area Improvement

As requested in Mr. Young's letter of October 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 9, 1967 in the award of contract no. 7090 to E. E. Steinlight, of Bend, Oregon, low bidder in the amount of $86,685.03 at the September 28, 1967 bid opening. This concurrence was found to be in the public interest by our Regional office pursuant to paragraph 10c of PPM 21-6.3 as requested in Mr. Young's October 3, 1967 letter.

10-13-67
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
R L FORTER

RECEIVED
OCT 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

OCT 10 1967

Fred W. Hill, Member
Helix

LSF-21(2)
7090

October 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 9, 1967 is requested in the award of contract for the Brothers Oasis Safety Rest Area, Project No. LSF-21(2).

The contractor receiving the award is E. E. Steinlicht of Bend in the amount of $86,685.03 with the Contract No. 7090 assigned. This bid was received on September 28, 1967 and awarded October 9, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

C

RECEIVED
DEC 5 - 1967

FOR FILING
LSF-21(2)
7090

October 9, 1967

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

AGENDA
OCT 31 1967
3a

Dear Mr. Steinlicht:

The State Highway Commission on October 2, 1967, accepted your proposal for improvement in the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County for the sum of $86,685.03 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7090. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date for all work required under the contract except for lawn construction and the planting of trees and shrubs is December 31, 1967. The completion date for all work required under the contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

BC Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
OCT 6 - 1967

FOR FILING
LSF-21(3)
7090

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1967

SUBJECT: Brothers' Rest Area
Power Costs

To: Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

This is to confirm the telephone conversation you have had with Dave Berger regarding the questions asked in your letter of September 29.

Mr. John Norlin of Central Electric Co-op in Redmond was contacted by phone and advises that a $35.00 minimum charge would be made on each of the three metered services shown on the contract plans; however, he would have no objection to our reducing this to a single 3-phase 120/240 volt service for the combined rest area, maintenance yard and pump load for which there would be only a single $35.00 minimum charge.

It is expected that during the irrigation period, the power bill will be approximately $50.00 and that during the off-months, power consumption will closely approach the $35.00 monthly minimum.

We are assuming that you desire the necessary changes to be made by price agreement and will so advise Division IV. Since the changes will involve the actual deletion of two 120V metered service installations, there should be little, if any, increase in contract price.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

DSB:mb
cc: Mark Astrup
F. D. Morgan

E

NOTED
TOM EDWARDS

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1967
FOR FILING

LSF-21(2)

7090

October 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Reference is made to the bids received September 28, 1967 for the Brothers Oasis Safety Rest Area Project No. LSF-21(2).

Tentative concurrence is requested in the award to the low bidder, E. E. Steinlicht of Bend in the amount of $86,685.03 which is $16,001.33 (22.6%) over the engineer's estimate of $70,683.70. Three other bids were received in the amounts of $93,263.[illegible], $93,675.00 and $101,066.65.

We believe it to be in the public interest to award this contract to the low bidder for the following reasons:

1. This project was advertised for three weeks and we received bids from four responsible, qualified bidders which is about the normal response for a project of this kind. We don't anticipate that we could get a lower bid if we went to the expense of readvertising.

2. All of the bidders were higher on the surfacing materials than our estimate so we must conclude that our estimate was too low for this isolated area. The area was considered but not enough weight was given to this reason for the total estimate, especially the surfacing items.

Two copies of the bid tabs are attached, if more information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed
cc: F. B. Klaboe
H. H. Astrup
R. N. Chase

RECEIVED
AUG 23 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Form 63-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

Young

LSF-21(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7070

DATE: August 21, 1967

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Request for Additional Funds
Project LSF-21(2) - Brothers Oasis Safety Rest Area

Mr. L. H. Young's August 9, 1967 memorandum requested additional funds for the subject project. Our Washington office advises a revision of an estimate does not warrant an increase in prior year funds. Prior fiscal year funds, if available, may be used where justified. The following justifications are considered sufficient:

1. Low bid received by State is greater than the amount obligated at P.S. & E., or
2. Final Voucher in excess of project agreement.

NOTED
F B KLABOF

Orig to
Young
8-22-67

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 30 1967

FOR FILING
LSF-21(2)
7090

June 30, 1967

Oregon State Highway Commission

Gentlemen:

Authorization was secured June 28 from Chairman Jackson to utilize an estimated five to ten thousand dollars of State funds to permit completion of additional construction at the Brothers Oasis Safety Rest Area on the Central Oregon Highway in Deschutes County.

The estimated cost of modernizing this rest area is $60,000. The major portion of the improvement will be financed from available Beautification Act funds. The project is included in your approved 1967 program.

This matter will be on the agenda for confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. P. Putnam

MHA:de jw

RECEIVED
JUL 7 - 1967

~~FOR FILING~~

~~UNITED STATES~~ GOVERNMENT

Memorandum

LSF-21(2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35.EC/710.18

TO : 9090 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Program

Mr. Young's June 13, 15, 22 and 29, 1967 letters submitted seven projects for inclusion in the subject program. These Stage 2 Right of Way (Scenic) and Construction (Landscape) Phase projects are approved effective today:

Item	Project	Location	Work
36	LSF-2(6)	Ophir Safety Rest Area	Facilities
37	LSF-21(1)	Suntex Safety Rest Area	ROW (Future R.A.)
38	LSI-80N-2(2)	Mitchell Point	ROW (Scenic)
39	LSF-16(1)	Fremont Highway Rest Area	ROW (Future R.A.)
40	LSI-5-5(3)	Fargo Road Interchange	Landscape
41	LSF-21(2)	Brothers Oasis Safety Rest Area	Facilities
42	LSF-21(3)	Suntex Safety Rest Area	Facilities

Item 36, LSF-2(6) Ophir Safety Rest Area is being concurrently authorized for construction by separate memorandum effective today.

On Item 37, LSF-21(1) Suntex Safety Rest Area you are authorized to proceed with all phases of right of way acquisition effective today.

On Item 38, LSI-80N-2(2) Mitchell Point, you are authorized to proceed with all phases of ROW (Scenic) acquisition effective today. Your review of possible scenic enhancement of the quarry site is suggested.

For Item 39, LSF-16(1) Fremont Highway Rest Area, you are authorized to proceed with all phases of ROW acquisition effective today. It is understood that the construction phase of this project may or may not be performed with Federal-aid funds.

Item 40, LSI-5-5(3) Fargo Road Interchange Section, is being concurrently authorized for construction by separate memorandum effective today.

Item 41, LSF-21(2) Brothers Oasis Safety Rest Area, is being concurrently authorized for construction by separate memorandum effective today.

NOTED
F. B. KLABOE

(more)

REFERRED TO 7-5-67
By Asst., State Hwy. Engr.

RECEIVED
JUL 3 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

June 29, 1967

Item 42, LSF-21(3) Suntex Safety Rest Area, is being concurrently authorized for construction by separate memorandum effective today.

This action provides for improvement on Interstate and Primary Highways under the subject program for right of way acquisition and construction for a total estimated cost of $231,804.00, all of which is reserved as Federal-aid Landscape and Scenic Enhancement (Code 667) funds.

RECEIVED
JUL 3 1967
FOR FILING

JOSEPH W. ... TH, KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

LSF-21(2)
7090

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

June 29, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of June 26, 1967 regarding several projects as follows:

1. Route 1-5 Exit Ramps, Sign Projects, Pacific Highway.
2. Barnett Road-Bear Creek Section, Pacific Highway, Jackson County.
3. Brothers Oasis Safety Rest Area, Central Oregon Highway, Deschutes County.

There will be no conflict with wildlife resources as a result of this construction and the projects are approved. We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

6/30/67
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
. E. Morelock
. E. Johnson (2)
. W. Pulien (2)
. D. Asburry (2)
. R. Chandler (4)
ROK/dm
. F. Putnam (2)
nn

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan	Roake
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Mills
Glenn	Litchfield
Swan	Olsen

RECEIVED
JUN 30 1967
CONSTRUCTION
DIVISION

RECEIVED
JUL 10 1967
FOR FILING

FORM PR-[illegible]
([illegible])

UNITED STATES GOVERNMENT

Memorandum

LSF-21(2)
7090

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-21(2)
Brothers Oasis Rest Area Improvement

P. S. & E. documents for the subject project are hereby conditionally approved simultaneously with the program approval by separate memorandum, with the understanding that you will make any changes found necessary upon completion of our review. As requested by Mr. Young's June 29, 1967 letter you are authorized to advertise the project for bids with the understanding that reduced plans and title sheet will be furnished to this office at least four weeks prior to the bid opening date.

The funds as approved and shown on the estimate are obligated from Fiscal Year 1967 appropriations, and should overruns occur they may be covered by funds released as the results of other 1967 Fiscal Year project underruns. It is understood that other shortages may have to be covered by State funds.

Our authorization is with the understanding that all necessary right of way is available for contractor's use with relocation advisory assistance unnecessary and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 28 and June 29, 1967 reports.

You are authorized to proceed with the contractor's flagging included in the estimate for $100.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 4 -- Structures	March 1967
Division II - Part 5 -- Signing	March 1967
Section 520-A -- Painted Wood Sign Posts	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

REFERRED TO 7-10-67
Young - Morgan - Ostrup
BY ASST. STATE HWY. ENGR

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1967

FOR FILING

LSF-21(2)

7090

June 28, 1967

Se Kr

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two rest area projects, Items 41 and 42, Projects LSF-21(2) and LSF-21(3), which we desire to have included in the Highway Landscaping and Scenic Enhancement Program, as provided in the "Highway Beautification Act of 1965".

We are forwarding P.S. & E. documents for these projects, for your simultaneous approval with the program.

Approval of these documents is requested prior to July 1, 1967, in order to obligate the necessary funds. Advertising for bids will be initiated in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 20 41.39 mi. S.E. of Bend (Brothers) 21 65	**ADT**	PRESENT 700	FUTURE 1,220 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Rest Area Facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHY (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Landscape and Scenic Enhancement	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. P FEDERAL - AID 21

ESTIMATED PROJECT COS

				WORK						
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		US 20 41.39 mi. S.E. of Bend (at Brothers) (Brothers Oasis Rest Area MP 42.82)			
5					**ROW**					
5					**CONST** (CODE)			0.0	72,392	72,392

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	72,392	72,392
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

For 37B - On R/W-1; ROW-F

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

thers) 65	**ADT**	PRESENT 700	FUTURE 1,220 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 667 (4) (9)
							ITEM NO. 41 (14) (18)	

E (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) LSF 14 23	NUMBER 21(2) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

hancement

COUNTY NAME Deschutes CODE 017 (14) (16)

ROUTE NO. P FEDERAL - AID 21 (32) STATE 7 (36) (37) U.S. US 20 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
.E. ers)					
st					
	0.0	72,392	72,392		
CT LS	0.0	72,392	72,392		
		(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Rest area development consisting of sanitary facilities, sewage disposal, potable water supply and pumping system, walks, sun shelters, picnic tables, fencing, parking area, lighting & signing.

ROW-200' normal; Access Control-partial; Parking Restriction-none.

REMARKS

Additional Data: Item 148, Project F-147(11)

For 37B - On R/W-1; ROW-F, Sanitary Facilities-Y.

Brothers Oasis Rest Area

Project LSF-21(2)

Existing Facility: Two 11' lanes, A.C. pavement with 4' shoulders.

Adjacent Facility: Same as existing.

Project Data:
The proposed project is to improve and expand the existing rest area facilities by the addition of a flush toilet building, potable water and pumping system, sewage disposal system, sun shelters, picnic tables, fencing, walks, curbs, grading and paving (enlarge parking area to accommodate cars and trucks), lighting and signing.

Public Hearing, System Action, Airports, Water Development, Railroad:
None involved.

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JUL 3 1967

FOR FILING
LSF-91(2)
76-90

Klaboe
A

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1967

SUBJECT: Right of Way Status
LSF & LSS Projects

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

L

On the following LSF and LSS projects no additional right of way was required and the property is available for the contractor's use:

Brothers Oasis Rest Area, Central Oregon Highway, Harney County

Tigard - S. Tigard Interchange, Beaverton - Tigard Highway, Washington County

On the following LSF project we do not have Bureau of Public Roads approval to purchase the right of way required:

Suntex Safety Rest Area, Central Oregon Highway, Harney County

As soon as this approval is received, descriptions prepared, and appraisals reviewed, we will negotiate for this right of way and will have possession either by negotiation or condemnation.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:JP

cc:	F. B. Klaboe ✓	W. H. Haskin
	C. H. Maison	Frank Lowe
	G. E. Rohde	Duane Ridings
	M. R. Mitchell	

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(53) E. Hood R. Interch. Sec. 1967
61 of the Col. R. Hwy.
#7091 (Rdside Imp.)

7

RECEIVED
JUL 30 1969

7-16-69

FORM PR-33.E
(REV. 3-68)

OSHD
Region
Wash DC

I-80N-3(53)61

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

bk

REGION NO. 8	REPORT NO.	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 7-7-69	REPORT MADE BY J. F. Biddiscombe, Trainee		PROJECT NO. I-80N-3(53)61
COMPLETION DATE 8-2-68	ACCEPTANCE DATE BY CONTRACTING AGENCY 11-7-68	TIME ELAPSED 70 %	CONTRACT TIME Spec.Compl.Date 12-31-68
APPROVED EXTENSIONS none	LOCATION East Hood River Interchange - Columbia River Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

EAST HOOD RIVER INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
Roadside Improvement

Work done under this contract included placement of topsoil, planting of trees, shrubs and vines, placement of a blanket of riverrun gravel and installation of an irrigation system.

The contract was awarded on October 2, 1967 with a specified completion date of December 31, 1968. Work was started on October 18, 1967 and was completed on August 2, 1968.

The final cost of the contract was $48,831.81, an underrun of 4.0%. There were no significant underruns or overruns. There were three price agreements, one of which permitted the contractor to use natural bar run river gravel in lieu of gravels of specified gradation in areas designated for gravel blankets. The other two price agreements permitted substitution of types of trees to be planted and substituted galvanized steel water pipe for plastic pipe in an area of high water pressure.

7-23-69 [illegible] Morgan

NOTED

RECEIVED
JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE C. F. Christianson		SIGNATURE R. E. Simpson Original signed by R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 7-3-69	TITLE Division Engineer	DATE 7-16-69

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 7 - 1968
FOR FILES

I-80N-3(53)61
7091

November 7, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 2, 1968, on Contract No. 7091. The contract was with Wayne O. Harris and was for roadside improvement on the East Hood River Interchange Section on the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
J. F. Putnam

RECEIVED
NOV 7 = 1968
FOR FILIN

I 80N-3(53)61
7091

November 7, 1968

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7091 awarded to Wayne O. Harris for roadside improvement on the East Hood River Interchange Section of the Columbia River Highway in Hood River County was completed on August 2, 1968, and accepted by the Highway Commission on November 7, 1968.

Final payment in the amount of $3,391.58 will be released to the contractor after November 15, 1968. The total contract amount is $41,656.94 including $51.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Wayne O. Harris
S. E. 3rd and Goodwin
Pendleton, Oregon 97801

Victor O. Risley Company
Board of Trade Building
Portland, Oregon 97204
J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Herr

I-80N-3(53)61
7091

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: E. Hood River Interchange

WEEK ENDING: October 19, 1968

SECTION PREFIX: 614-1068

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: E. Hood River Interchange Section

KIND OF WORK: Roadside Improvement

CONTRACTOR: Wayne O. Harris

CONTRACT NUMBER: 7091

FEDERAL AID PROJECT NUMBER: I-80N-3(53)61

DATE OF CONTRACT: October 2, 1967

DATE WORK STARTED: October 31, 1967

ESTIMATED COMPLETION DATE: August 2, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: N/A

SPECIFIED COMPLETION DATE: December 31, 1968

PERCENT OF TIME ELAPSED: 67%

PROJECT AUTHORIZATION: $ 50,866.47

EXCLUSIVE OF ENGINEERING: $ 47,249.30

ENGINEERING AUTHORIZATION: $ 3,617.17

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,031.43

ENGINEERING COST TO DATE: $ 7,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: UNDERRUN 11.0 %

PERCENT OF AUTHORIZATION: 204.8 %

DATE PROJECT WAS COMPLETED: August 2, 1968

Including Engineering: UNDERRUN 2.43%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	Irrigation
		100%				100%	100%

	GRADING	Planting	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Irrigation
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED	0.23	0.23			0.23
MILES COMPLETED	0.23	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,168 cy	5,270 units			$17,283.84
TOTAL QUANTITIES CORRECTED TO DATE	4,901 cy	5,557 units			$17,828.45
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,901 cy	5,557 units			$17,828.45
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	-		Specified Completion Date of December 31, 1968.
MONDAY	Cloudy - Rain			
TUESDAY	P.Cloudy-Showers			
WEDNESDAY	Variable Clouds			
THURSDAY	P. Cloudy-Showers			
FRIDAY	Sunny			
SATURDAY	P. Cloudy			

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project finished. No work on this project during this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is complete. The Establishment Period was completed on October 15, 1968.

The Semi-Final Estimate for this project was submitted on September 23, 1968. The Post Semi-Final Estimate will be submitted on Monday of next week, October 21, 1968.

Mr. L. H. Warfield, Asst. Div. Eng'r., was in the office on Wednesday and Thursday of this week.

This will be the last weekly report submitted for this job.

SIGNED J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

C

RECEIVED
OCT 28 1968
FOR FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
D[illegible]
PO[illegible]
FRED W. HILL, MEMBER
PENDLETON
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-3(53)61
7091

October 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7091
Prefix 614-1068
FAP I-80N-3(53)61

Dear Sir:

The replacement planting work under Contract No. 7091, East Hood River Interchange Section of the Columbia River Highway in Hood River County, was completed October 4, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 9-26-68

Conditions noted on above date:

NONE

for R. E. Simpson
Division Engineer

to: Forrest Cooper
L. H. Young

NOTED
F. B. KLABOE

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.
11-27

PROJECT REPORT NO.
5 #7091

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-30-67

STATE
Oregon

COUNTY
Hood River

PROJECT NO.
I-80N-3(53)61

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Hood River Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	0.00

OTHER *(Specify)*

FUNDS Pro Rata 92 [illegible]

ESTIMATED TOTAL COST OF PROJECT
$ 49,736

FEDERAL FUNDS
$ 45,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer October 30, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26884-P66

Federal-Aid
Oregon State Highway Department Project No. 1-80N-3(53)61

EAST HOOD RIVER INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate.

Salem, Oregon, October 13, 1967

Type Code 7003
Roadside Improvement (Sta. 1217+60 to Sta. 1229+60)(Contract 7091)

Furnishing and Placing Topsoil	3,050	cu.yd.	$ 1.33	$ 4,056.50
Tractor and Dozer	40	hour	23.60	944.00
Gravel Blanket	2,200	cu.yd.	1.63	3,586.00
Polyethylene	9,000	sq.yd.	0.24	2,160.00
2-inch Electric Conduit	310	lin.ft.	2.54	787.40
Furnishing and Planting Trees	70	only	21.91	1,533.70
Furnishing and Planting Shrubs	1,500	only	6.00	9,000.00
Furnishing and Planting Vines	3,780	only	0.32	1,209.60
Inorganic Fertilizer, 10-16-8	9	cwt.	12.00	108.00
Organic Fertilizer	5	cwt.	12.00	60.00
Manure Fertilizer	30	cu.yd.	12.10	363.00
Bark Mulch	120	unit	38.00	4,560.00
1/2-inch Water Pipe	1,000	lin.ft.	1.01	1,010.00
3/4-inch Water Pipe	1,800	lin.ft.	1.07	1,926.00
1-inch Water Pipe	1,930	lin.ft.	1.16	2,238.80
1-1/4-inch Water Pipe	880	lin.ft.	1.21	1,064.80
1-1/2-inch Water Pipe	170	lin.ft.	1.28	217.60
2-inch Water Pipe	820	lin.ft.	1.30	1,066.00
2-1/2-inch Water Pipe	340	lin.ft.	1.45	493.00
3-inch Water Pipe	350	lin.ft.	1.64	574.00
1/2-inch Steel Water Pipe	620	lin.ft.	2.00	1,240.00
3/4-inch Steel Water Pipe	55	lin.ft.	2.12	116.60
1-1/2-inch Steel Water Pipe	70	lin.ft.	2.54	177.80
2-inch Steel Water Pipe	70	lin.ft.	2.73	191.10
3-inch Steel Water Pipe	380	lin.ft.	5.75	2,185.00
1/2-inch Gate Valves	1	only	12.71	12.71
3/4-inch Gate Valves	1	only	15.13	15.13
1-inch Gate Valves	1	only	15.13	15.13
1-1/2-inch Gate Valves	1	only	27.23	27.23
2-inch Gate Valves	1	only	39.93	39.93
2-1/2-inch Gate Valves	1	only	54.45	54.45
1-1/4-inch Automatic Section Valves	3	only	45.38	136.14
1-1/2-inch Automatic Section Valves	14	only	51.43	720.02
3/4-inch Quick-Coupling Hose Valves	25	only	4.96	124.00
1/2-inch Manual Drain Valves	45	only	12.34	555.30
2-inch Vacuum Breaker Valves	1	only	151.25	151.25
Shrubbery Sprinkler Heads	316	only	5.45	1,722.20
17-Section Automatic Controllers	1	only	272.25	272.25
				$44,714.64

Flagging (57½% of Contractor's Cost)	All Required	$ 50.00
Water Meter	All Required	150.00
Water	All Required	300.00
		$ 500.00

Subtotal	$45,214.64
10% Engr. & Cont.	4,521.36
Total	$49,736.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$45,500.00
State Funds -	4,236.00
Total	$49,736.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 614-1068

Federal-Aid
Project No. I-80N-3(53)61

Oregon State Highway Department

EAST HOOD RIVER INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

PS&E Estimate

Salem, Oregon, August 22, 1967

Type Code Y003
Roadside Improvement (Sta. 1217+60 to Sta. 1229+60)

Furnishing and Placing Topsoil	3,050	cu.yd.	$ 3.50	$10,675.00
Tractor and Dozer	40	hr.	20.00	800.00
Gravel Blanket	2,200	cu.yd.	5.00	11,000.00
Polyethlene	9,000	sq.yd.	0.30	2,700.00
2-inch Electric Conduit	310	lin.ft.	4.00	1,240.00
Furnishing and Planting Trees	70	only	15.00	1,050.00
Furnishing and Planting Shrubs	1,500	only	5.00	7,500.00
Furnishing and Planting Vines	3,780	only	0.60	2,268.00
Inorganic Fertilizer 10-16-8	9	cwt.	10.00	90.00
Organic Fertilizer	5	cwt.	10.00	50.00
Manure Fertilizer	30	cu.yd.	10.00	300.00
Bark Mulch	120	unit	30.00	3,600.00
½-inch Water Pipe	1,000	lin.ft.	0.55	550.00
3/4-inch Water Pipe	1,800	lin.ft.	0.60	1,080.00
1-inch Water Pipe	1,930	lin.ft.	0.70	1,351.00
1¼-inch Water Pipe	880	lin.ft.	0.75	660.00
1½-inch Water Pipe	170	lin.ft.	0.85	144.50
2-inch Water Pipe	820	lin.ft.	1.10	902.00
2½-inch Water Pipe	340	lin.ft.	1.35	459.00
3-inch Water Pipe	350	lin.ft.	1.75	612.50
½-inch Steel Water Pipe	620	lin.ft.	0.70	434.00
3/4 -inch Steel Water Pipe	55	lin.ft.	0.80	44.00
1½-inch Steel Water Pipe	70	lin.ft.	1.10	77.00
2-inch Steel Water Pipe	70	lin.ft.	1.50	105.00
3-inch Steel Water Pipe	380	lin.ft.	6.00	2,280.00
½-inch Gate Valves	1	only	12.00	12.00
3/4-inch Gate Valves	1	only	14.00	14.00
1-inch Gate Valves	1	only	16.00	16.00
1½-inch Gate Valves	1	only	20.00	20.00
2-inch Gate Valves	1	only	40.00	40.00
2½-inch Gate Valves	1	only	65.00	65.00
1¼-inch Automatic Section Valves	3	only	65.00	195.00
1½-inch Automatic Section Valves	14	only	70.00	980.00
3/4-inch Quick Coupling Hose Valves	25	only	8.00	200.00
½-inch Manual Drain Valves	45	only	12.00	540.00
2-inch Vacuum Breaker Valves	1	only	250.00	250.00
Shrubbery Sprinkler Heads	316	only	2.50	790.00
17-Section Automatic Controllers	1	only	700.00	700.00
				$53,794.00

Flagging (57½% of Contractors Cost)	All Required	$ 50.00
Water Meter		150.00
Water		300.00
		$ 500.00
	Subtotal	$54,294.00
	10% Engr. & Cont.	5,429.00
	Total	$59,723.00

Length of Project 0.00 mile

Federal Funds	$55,100.00
State Funds	4,623.00
Total	$59,723.00

EAST HOOD RIVER INTERCHANGE

PROJECT NO. I-80N-3(53)61

STATE WORK

Fee for Material Source	All Required	$25.00

Eliminate
Per Tel. from
Owen Turner
9-1-67

RECEIVED
OCT 12 1967

FOR FILING
I-80N-3(53)61
7091

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(53)61
East Hood River Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7091 to Wayne O. Harris, of Pendleton, Oregon, low bidder in the amount of $44,714.64 at the September 28, 1967 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

NOTED
F.B. KLABOE

10-11-67

REFERRED TO
Young - [illegible]
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1967

FOR FILING

I-80N-3(53)61

7091

October 6, 1967

Mr. Wayne O. Harris
S. E. 3rd and Goodwin
Pendleton, Oregon 97801

Dear Mr. Harris:

Enclosed are three copies of Contract No. 7091 for $44,714.64 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the East Hood River Interchange Section of the Columbia River Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

wln
Inclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
J. S. Sawyer
Mark Astrup

RECEIVED
OCT 6 - 1967

FOR FILING
xxxxxxxxxxxxxxxxxxxxxxxx
xxxxx

~~Fred W. Hill, Member~~
Helix

I-80N-3(53)61
7091

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967, is requested in the award of contract for the East Hood River Interchange Section, Project No. I-80N-3(53)61.

The contractor receiving the award is Wayne O. Harris of Pendleton in the amount of $44,714.64 with the contract No. 7091 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:alb

RECEIVED
OCT 9 1967

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY

I-80N-3(53)61

7091

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 4, 1967

Mr. Wayne O. Harris
S. E. 3rd & Goodwin
Pendleton, Oregon 97801

Dear Mr. Harris:

The State Highway Commission on October 4, 1967 awarded to you State Highway Contract No. 7091 for the following project:

> Roadside improvement on the East Hood River Interchange Section of the Columbia River Highway in Hood River County.

This award was based on your bid of $44,714.64, which was submitted to the Commission on September 28, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
L. D. Merchant
Mark Astrup

RECEIVED
SEP 27 1967

Fred W. Hill, Member
Helix
I-80N-3(53)61
7091

September 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to certify that the Oregon State Highway Commission has contacted the required local public authorities regarding protection of public resources, such as recreational areas, historical sites, wild life refuges, and other facilities in which the public has a specific interest. This certification had not been received at P.S. & E. approval time.

We also certify we have received replies from the required local public authorities in these matters and they have no objections or suggestions regarding the following projects:

I-80N-3(53)	E. Hood River Interchange
I-5-4(58)	Belt Line Road Interchange
ISS-628(1)	Tigard-S. Tigard Interchange

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

RECEIVED
SEP 1 3 1967

I-SAN-3(53),61

7091

RECEIVED

September 12, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 16, 1967 relative to the plan title sheets for the following three projects:

1. East Hood River Interchange Section, Columbia River Highway, Hood River County
2. Hamehood Road-Bend Airport Section, FAS 397, Deschutes County
3. Route I-80N Exist Ramps Signing Project, Columbia River and Old Oregon Trail Highways.

Regarding the East Hood River Interchange Section, we concur with the comments of the Oregon Fish Commission in their letter of August 15, 1967.

We have no comments to offer on the latter two projects.

Thank you for the opportunity of making recommendations on those projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ROK/ln
cc: Robert Schoning, Director
Fish Commission of Oregon

9-13-67 Copies to: F.B. Klaboe
[illegible] Young
[illegible] (3) J.F. Putnam (4)
[illegible] A. F. Parson (2)

RECEIVED
SEP 12 1967
FOR FILING
I-80N-3(53)61
7091

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FORM PR-121
UNITED STATES GOVERNMENT

Memorandum

DATE: September 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(53)61
E. Hood River Interchange
Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Preston's August 29 and August 30, 1967 reports.

You are authorized to proceed with contractor's flagging and use of water and water meters shown in your estimate for $500.

As stated in Mr. Young's September 5, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Enclosure
Title sheet

NOTED
F. B. KLABOE

9-11-67
REFERRED TO
Young - [illegible]
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 11 1967

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Idaho

I-80N-3(53)61
7091

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 1, 1967

In reply refer to: 08-35-EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
Acting Division Engineer

15 2

SUBJECT: Oregon Federal-Aid Interstate Program

Mr. Young's August 8, 1967 and August 14, 1967 letters requested inclusion of three projects in the subject program. These Stage 2 construction phase projects are approved today:

Item	Project	Location	Work
508	I-000S(4)	I-80N, Portland to Idaho	Traffic Signs/ Markings
509	I-5-4(58)197	I-5, Belt Line Road Interchange	Landscaping
510	I-80N-3(53)61	I-80N, East Hood River Interchange	Landscaping

Item 508, I-000S(4), encompasses all of Interstate 80N for the installation of signs and pavement markings at interchange exits in accordance with Paragraph "A" on Page 56 of the Report of the special AASHO Traffic Safety Committee "Yellow Book."

This action provides for traffic signs and landscaping at a total estimated cost of $152,000, of which $139,000 is reserved as Federal-aid Interstate funds.

Eng
REFERRED TO 9-6-67
Young
By Asst. State Hwy. Engr.

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 29 1967

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
McKEE A. SMITH, SCAPPOOSE

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

I-80N-3(53)61
7091

August 25, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheet of the East Hood River Interchange Section, Columbia River Highway, Hood River County, transmitted to us by letter dated August 16, 1967, has been reviewed.

The material source in the river noted on the title sheet is just upstream from the main salmon spawning area in the lower river. Any work activity in the river during the spawning period in the fall months can severely damage spawning activity. Silting of the stream during the fall and spring months can also cause extreme damage to the fishery resource.

NOTED
F. B. KLABOE

The material should not be removed more than one foot below normal low water line. A protective berm should be provided if the work is done below the water level.

We recommend the activity be confined to the low water period in the summer months.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

morgan handling
8-29-67

RECEIVED
AUG 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(53)6-1
7091

[illegible]

[illegible]

[illegible]

[illegible]

RNC:ed

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	**FEDERAL - AID PR** *(PPM 21*

CARD 2	REPORT NUMBER 1 (13) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N Hood River E. City Lts. E. 0.5 mi. 21 65	**ADT**	PRESENT 7,500	FUTURE 14,500 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Hood Ri
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		I-80N Hood River E. City Lts. East 0.5 mi. (East Hood River Interchange) 7.91			
5					**ROW**					
5					**CONST** (CODE)			0.0	60,000	55,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	60,000	55,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

.5 mi. 65	**ADT**	PRESENT 7,500	FUTURE (66) 14,500 (70)	YEAR (71) 87 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (9)	ITEM NO. (14) 510 (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 I- 23	NUMBER 7 80 - 3	SEQ. NO. (53) 13	I. Projects Only POST MI. (24) 61 (26)	DESIG. N 27

COUNTY NAME Hood River	CODE 027 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL - AID I-80N (32)	STATE (36)
U.S. (37) I-80N (41)		☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
mi.						Landscaping consisting of limited planting of trees, shrubs and vines; installation of irrigation system; rock blanket on islands.
	0.0	60,000	55,000	5,000		
CT LS	0.0	60,000	55,000	5,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 330,
Project I-80N-3(38)61

USCOMM DUSCOMM-DC 48908-P61

FORM F-123X 00M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 31 1967
FOR FILING

I-80N-3(53)61

7091

July 24, 1967

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

Re: Access to Gravel Pit
East Hood River Interchange Section
Columbia River Highway
Hood River County

ATTENTION: Mr. R. H. Sallee

Gentlemen:

The proposed roadside improvement for East Hood River Interchange requires approximately 2,000 cubic yards of rock material.

We propose to acquire the rock from a source shown on the attached sketch providing we can obtain your permission to use your road for access. Would you have any objection to our contractor hauling this material over your road provided, of course, that he will leave the road in a condition equal to that which he found it? As you know, our specifications require this. This project is scheduled for the opening of bids on October 26, 1967. If you should require additional information concerning this matter do not hesitate to contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
E. A. Meola

NOTED
F. B. KLABOE

RECEIV
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINE

RECEIVED
MAY 24 1967

FORM [illegible] SP*8470-734

I-80N-3(53)61

7091

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1967

SUBJECT: Roadside Improvement
East Hood River Interchange

1502

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Thru: Mr. F. D. Morgan
Construction Engineer

Reference is to your letter of April 12, (Assignment No. 1502) requesting a recommendation on improvement of the subject location.

The landscape plan of the Circle Construction Company was received and reviewed. They have a development that is a credit to the State. Inasmuch as water is now available at the Interchange, and as this is an entrance to the State, I believe we are justified in improving the appearance of our property.

We plan to do this with a limited planting, namely on the steeper slopes, the installation of an irrigation system and covering the remainder of the islands with river rock blanket. The rock material has been located in the Hood River channel within a half-mile haul over an existing road.

The estimated cost of the work is $40,000. This type of development would require the minimum of maintenance. A total development, such as at The Dalles, would cost at least $100,000. I do not recommend the latter. I believe the Bureau would participate in the plan submitted.

$40,000 proj.

Approved 5/22/67
F. B. Klaboe
Asst. State Hwy. Engr.

If BPR concur.

Mark H. Astrup
Mark H. Astrup
Landscape Engineer

copy to Astrup 5-24-67

RECEIVED
MAY 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

M

FORM E-30 50M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 12, 1967

SUBJECT: Landscaping, Hood River Interchange

To:

Mr. Mark Astrup
Landscape Engineer
BUILDING

I am returning your file on the request by the Circle Construction Company that the State Highway Department perform landscaping work near Hood River Village on I-80N.

Please find out what the Circle Construction Company intends to do to their property and advise me whether or not we should also perform some work on our adjacent property.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.

cc: Victor D. Wolfe

Michael Parker [illegible] 4/13
821 NW Flanders
223-2743

FORM E-80 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 20, 1967

SUBJECT: East Hood River Interchange
Roadside Improvement

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The State planted approximately 70 trees in the subject interchange in 1964. This will not preclude Federal participation in additional work; the question is, how much?

Gordon Brooks and I are going to Eastern Oregon tomorrow morning and will stop and look over the interchange. The recommendation requested will be made on my return.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

B/wp

3/27

cc: F. D. Morgan

RECEIVED
MAR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon - 97701

March 9, 1967

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Landscaping in vicinity of Hood River Interchange

Herewith correspondence from Circle Construction Company and R. P. Hamilton concerning a request by this company for consideration to landscape the Hood River Interchange.

I have no special comments to make regarding this request. However, if it fits in with our plans we might speed up the letting of the job to keep Mr. Rogers out of Mr. Cooper's office.

J. F. Putnam
J. F. Putnam
Division Engineer

JFP:dn

Enclosure

REFERRED TO

By Construction Engineer

c - Klaboe

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 10 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

FORM E-30X—60M—3-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon
March 8, 1967

SUBJECT:

To: J. F. Putnam
Division Engineer
Bend, Oregon

Herewith is a February 27 letter from Circle Construction Company (an affiliation of Rogers Construction Company), requesting that consideration be given to landscaping the East Hood River Interchange.

Such beautification would of course blend rather well with the adjacent project Circle is constructing at the Hood River-White Salmon bridge approach, the initial construction of which includes motel, restaurant, fruit display pavillion, and two service stations of quite modern design.

The interchange presently contains scattered ornamental trees, mostly pines, and is seeded to grasses not of a lawn type. City water mains are within the interchange limits; however, we have no irrigation system or means of watering our trees except by hauling water.

It is my understanding that a landscape contract for The Dalles bridge interchange is being considered for letting next fall. Further, we would assume that as a matter of course the East Hood River interchange would also be landscaped at a future date when funds may become available.

Possibly it would be well to give thought towards making the Hood River interchange the earlier project, expanding our meager landscapings as exist at present to a completed project with irrigation facilities.

This would give us another landscaped interchange to care for; however, if The Dalles bridge interchange is developed first, we would have that to maintain as well as continuing to transport water for and otherwise caring for the few landscaping items existing at East Hood River.

ORIGINAL SIGNED BY R. P. HAMILTON

R. P. Hamilton
District Maintenance Superintendent

RPH:lo
Enclosure

FORM [illegible] 80M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

The Dalles 97058
March 8, 1967

Circle Construction Company
1408 Standard Plaza
Portland, Oregon

Attention: W. R. Rogers

Dear Sir:

We wish to acknowledge receipt of your letter of February 27, informing us of your forthcoming Grand Opening of Hood River Village and requesting that this department give consideration to landscaping in the adjacent highway I-80N interchange.

As this office has no knowledge of any plans the Highway Department may have for such landscaping work, we are forwarding your letter for the consideration of our higher authority.

We would take this opportunity to wish you success in your Grand Opening and in the continuing operation of the Village.

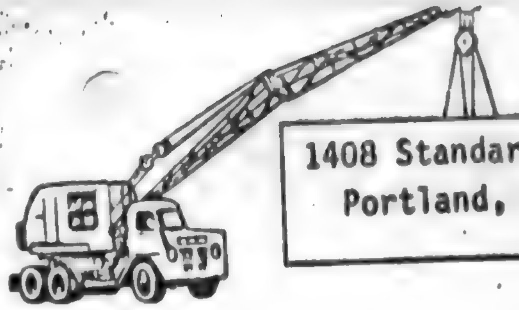
Very truly yours,

[illegible] SIGNED BY R. R. [illegible]
R. P. Hamilton
District Maintenance Superintendent

RPH:lo

cc: J. F. Putnam

CIRCLE
CONSTRUCTION
COMPANY



1408 Standard Plaza
Portland, Oregon

February 27, 1967

Mr. R. P. Hamilton
District Maintenance Superintendent
P. O. Box 420
The Dalles,

Dear Mr. Hamilton:

Please be advised that the Grand Opening of Hood River Village has been tentatively scheduled for April 23, 1967. At this time, Mr. Eddie Mays, operator of the motel and restaurant, is planning an open house for all who are interested in seeing the new facilities and, likewise, the Diamond Fruit Growers are planning similar open house festivities for their fruit pavilion.

We have engaged Michael Parker, Landscape Designer, who has prepared elaborate landscape plans for the entire project. He has attempted to create in his design a green oasis type Village in an area that might otherwise be considered somewhat arid.

We, the developers of Hood River Village, would be grateful if consideration would be given by the Oregon State Highway Department for the beautification of the interchange, especially that portion lying adjacent to Hood River Village, with appropriate landscaping similar to that being planted at other interchanges. After seeing the design prepared by Mr. Parker, there is no question in our minds but what the Oregon State Highway right of way from our property line to the highway is in gross need of some sort of beautification which will serve the opportunity of impressing visitors to our state as they arrive from the east and as they cross the bridge from the State of Washington of the beautification of our highways as accomplished by the Oregon State Highway Department.

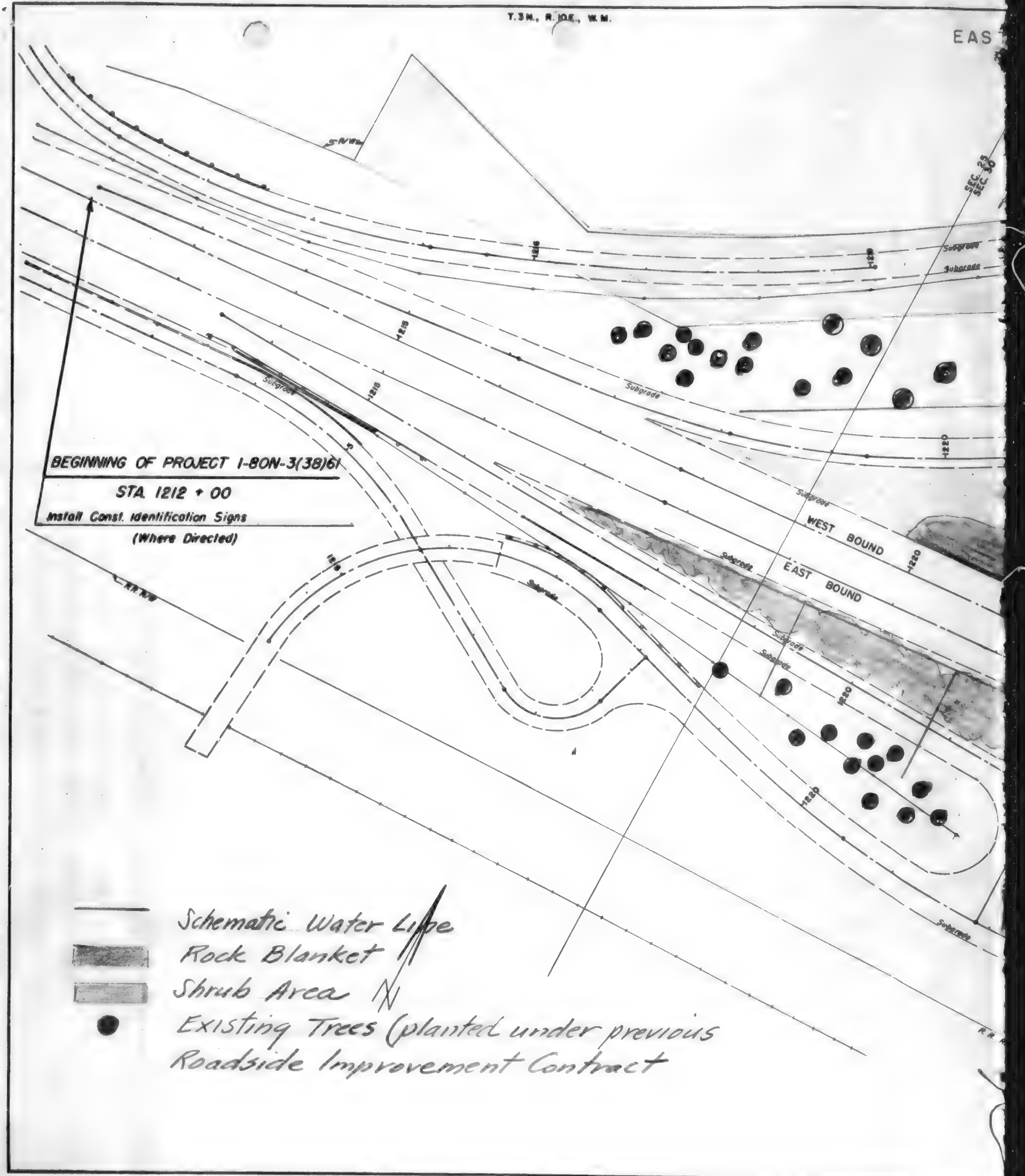
We hope this complex will attract many thousands of visitors each year. The approaches to the Village as well as the Village itself will be a lasting memory upon all those who come there. We would, therefore, appreciate any consideration which could be given to the eventual accomplishment of the beautification of the interchange which people will use in order to enter Hood River Village.

Very truly yours,

CIRCLE CONSTRUCTION CO.

W. R. Rogers

RECEIVED
MAR 2 1967
OFFICE OF
DIST. MAINT. SUPT.
THE DALLES, OREGON

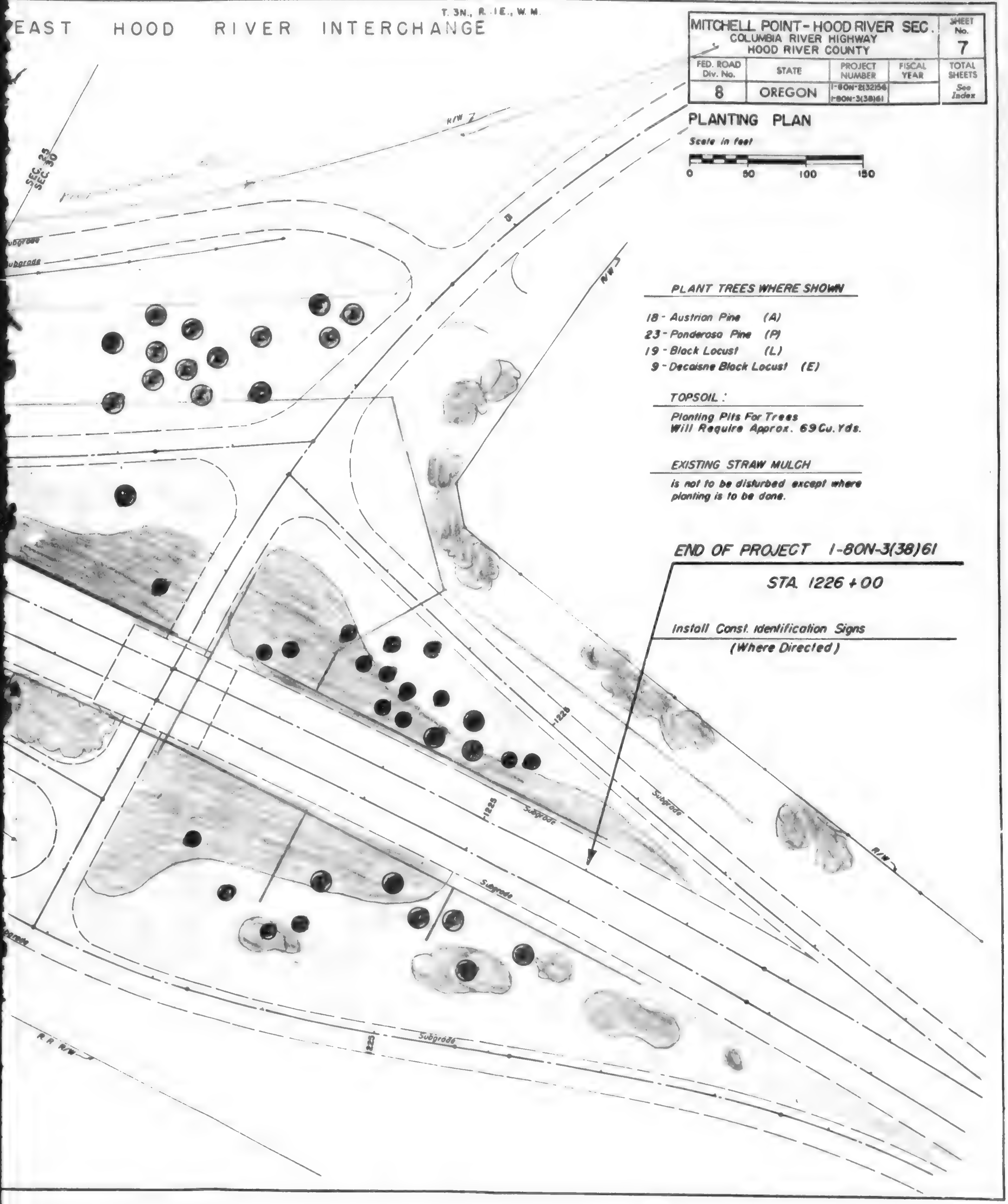

T.3N., R.10E., W.M.
EAS
SEC. 25
SEC. 30
BEGINNING OF PROJECT I-80N-3(38)61
STA. 1212 + 00
Install Const. Identification Signs
(Where Directed)
1215
1216
1219
1220
Subgrade
WEST BOUND
EAST BOUND
R.R. R/W
Schematic Water Line
Rock Blanket
Shrub Area
N
Existing Trees (planted under previous
Roadside Improvement Contract

8V-14

MITCHELL POINT - HOOD RIVER SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(32)56 I-80N-3(38)61		See Index

EAST HOOD RIVER INTERCHANGE

PLANTING PLAN



PLANT TREES WHERE SHOWN

- 18 - Austrian Pine (A)
- 23 - Ponderosa Pine (P)
- 19 - Black Locust (L)
- 9 - Decaisne Black Locust (E)

TOPSOIL :

Planting Pits For Trees Will Require Approx. 69 Cu. Yds.

EXISTING STRAW MULCH

is not to be disturbed except where planting is to be done.

END OF PROJECT I-80N-3(38)61

STA. 1226 + 00

Install Const. Identification Signs (Where Directed)

I-5-3(78) Goshen Interch. Sec., Pac. 1967
190 Hwy., S. of Eugene (Rdside
#7092 Improve.)

RECEIVED
FEB 17 1969
FOR FILES

I 5-1(79)170
7092

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 11, 1969

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Engineering Overrun
Goshen Interchange
Roadside Improvement
Pacific Highway
Contract No. 7092

Enclosed herewith is a letter of explanation from H. E. Mayfield, Resident Engineer, regarding the overrun in engineering on the subject project. From this report, I feel that it points out two reasons why the engineering on this project and other projects of like nature are overrunning the allotted engineering.

The first reason is the length of time the project runs and the amount of items that have to be inspected and documented for the Bureau of Public Roads.

The second reason is that we have been short of engineering work for our crews which has resulted in the crew overhead and supervision being charged all or mostly to one project.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Routing
1 Morgan MM
Packer
2 Bond
3 Walker
Boehme
Johnsen

✓ Pease E
Swan
Glenn
Litchfield
Gallagher
S

RECEIVED
FEB 13 1969
CONSTRUCTION
DIVISION

RECEIVED
FEB 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Eugene, Oregon
Feb. 10, 1969

SUBJECT: Engineering Overrun
Goshen Interchange
Pacific Highway
Lane County
Contract No. 7092

To: Mr. [illegible] T. Kensey
Division Engineer
Roseburg, Oregon

Attn: Mr. John Quiner

In reply to your request for an explanation of the overrun in engineering for the above subject project, please be advised as follows:

This is a Roadside Improvement project participated in by the Bureau of Public Roads, with some of the pertinent facts and figures listed below.

Original Contract Amount (Exclusive of Engr.)	$ 57,859.43
Final " " " " "	50,394.93
Underrun	8.7%
Original Engr. Authorization	4,429.43
Final " "	8,432.08
Overrun	90.4%
Date of Contract	Oct 2, 1967
" work started	Oct. 17, 1967
" contract work completed	June 4, 1968
" replanting completed (end of Est. Per.)	Dec. 26, 1968
" of final inspection & acceptance	Jan. 6, 1969

To complete the history of this project it is well to note that this was the first contract of this type for the contractor. The bulk of the work was done by Dec. 30, 1967 (72.5%) at which time 72 % of the engineering was used. Due to inclimate weather and adverse working conditions the work became spasmodic until May 1, 1968 at which time he worked continually until completion of contract work on June 4, 1968, which was 4 days past the specified completion date. The Establishment Period commenced at this time and monthly field inspections were held as required until the replanting was started on Oct. 8, 1968. The work could not be completed at this time because of the unavailability of some plants. The contractor worked one day between Oct. 16, 1968 and Nov. 21, 1968. At this time he resumed replanting and weeding and worked steadily until completion on Dec. 26, 1968.

During the course of the project we had several visits by B.P.R. reqresentatives, our Division Engineers and our Landscape Dept. with whom we consult regularly.

(more)

This project was the subject of an "Inspection in Depth" by the B.P.R. for which we were complimented on the engineering and construction operation. Even tho we received this fine report it was noted by the Bureau that we had no evidence on that the 14 ga. tie wire had been checked or certified. This indicated to me that all incidential items need inspected and certified, the same as larger items, and this is the procedure followed.

The staking, remeasuring and related work by the survey crew amounted to 12.3% of the engineering costs, which seems to be a reasonable figure.

Inspection and Documentation amounted to 52.5%. The requirements of the plans, Standard Specifications and Special Provisions for this project were such that it was felt that what was done was necessary. There were 77 Field Inspection Reports written for this project. Had there been other projects close by under my supervision undoubtly a part of this cost could have been distributed to them.

Supervision by myself amounted to 19.6%. Again had there been other projects under my supervision these charges could have been greatly reduced.

The office work amounted to 15.5%. This seems a reasonable figure as there was the normal weekly, monthly and incidential reports and records to be made. The documentation required did increase the office work as it required checking, filing and making of additional records and reports.

Here are several factors that governed engineering costs on this project.

The one that controls all phases of engineering costs is the plans and Specifications. With the present emphasis on Inspection and Documentation the costs can be expected to rise and out of proportion to the past as this affects all parts of engineering, some more than others.

The amount of the project in dollars has a very direct relationship upon the final engineering costs in that a project of this size has a definate amount of duplication and also time loss that is not on a large project. The contract items amounted to $ 50,394.93.

Equally important is the length of time required to complete the project. The contractor began work on Oct. 17, 1967 and did not complete until Dec. 26, 1968, a time lapse of approximately 1 year and 2 months. Tho the contractor did not work all of this time, there were required inspections and reports to be made and submitted.

(more)

Another very important factor to engineering costs is the speed and workmanship by the contractor. To illustrate, on this project the contractor started on Oct. 17, 1967 and by Dec. [illegible], 1967 had completed 72.[illegible]% of the contract (based on estimated costs, but actually 83.2% based on final costs) while the engineering costs at this date were only 72%. At this point the progress became slow and spasmodic until completion on June 4, 1968, of the contract items. When the replanting and weeding resumed at the end of the establishment period the work proceeded at a normal rate.

The fact that this was the first contract of this type for the contractor necessitated more than normal supervision and guidance.

The type of work involved has a very direct bearing on engineering costs. Landscape work requires a larger percentage of engineering in dollars than for instance bridge construction does, yet the engineering percentage is the same for both. A study of the records of past project will confirm this. Landscaping projects require the work to be completed by a specified time,, inspections held regularly during the establishment period, then replanting and weeding at the end of the establishment period. There is no doubt that we are going over the same work again.

As you know during the last year and a half we have had relatively small projects and not very many of them. During normal construction periods there would have been larger projects to help defray the engineering costs.

To sum this all up a very thorough study needs to be made based on items mentioned here with the thought that there are so many variables to be considered that it is not realistic to set one percentage for engineering to fit all types of projects.

H. E. Mayhill
Resident Engineer

HEM:wn

m

C

RECEIVED
JAN 24 1969

FOR FILING
I-5-3(78) 190

7092

January 24, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7092 awarded to Lane County Nursery and John A. Hennen for roadside improvement on the Goshen Interchange Section of the Pacific Highway in Lane County was completed on June 4, 1968, and accepted by the Highway Commission on January 23, 1969.

Final payment in the amount of $2,763.39 will be released to the contractor after January 31, 1969. The total contract amount is $50,094.93 including $142.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Lane County Nursery
and John A. Hennen
111 Thomason
Eugene, Oregon 97402

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
JAN 28 1969
[illegible]

I-5-3(78)190

7092

January 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 4, 1968, on Contract No. 7092. The contract was with Lane County Nursery and John A. Hennen and was for roadside improvement on the Goshen Interchange Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
D. J. Barbee
F. D. Morgan
L. H. Young
C. T. Keasey

I-5-3(78)190 C

7092

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Goshen Interchange

WEEK ENDING: Jan 11, 1969

SECTION PREFIX: 620-1034

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Goshen Interchange

KIND OF WORK: Roadside Improvement

CONTRACTOR: Lane County Nursery & John A. Hennen

CONTRACT NUMBER: 7092

FEDERAL AID PROJECT NUMBER: I-5-3(78)190

DATE OF CONTRACT: Oct. 2, 1967

DATE WORK STARTED: Oct. 17, 1967

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1968

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 67,288.86

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 1000

EXCLUSIVE OF ENGINEERING: $ 57,859.43

ENGINEERING AUTHORIZATION: $ 4,429.43

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,394.93

ENGINEERING COST TO DATE: $ 8,432.08

DATE PROJECT WAS COMPLETED: June 4, 1968

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 12.9 %

PERCENT OF AUTHORIZATION: 190.4 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	COMPLETE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Cloudy with light showers			
TUESDAY	Rain and Snow mixed			
WEDNESDAY	Cloudy and cold			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 13 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1-5	
MONDAY 1-6	The final Inspection was made today by Mr Quiner, Mr. Hegmann, Mr. Spoonet, Mr Svinth, Mr. Marlton and myself and Contractors Mr. Loucks and Mr. Hennen.
TUESDAY 1-7	Two men in office working on Post Semi-final Estimate.
WEDNESDAY 1-8	The Post Semi-final estimate was sent to Roseburg on this day. This is the last entry.
THURSDAY 1-9	
FRIDAY 1-10	
SATURDAY	

REMARKS

This will be the last report.

SIGNED W E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 15 1969

STATE COPY

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(78)190

7092

January 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7092
Prefix 630-1034
FAP I-5-3(78)190

Dear Sir:

The replacement planting work under Contract No. 7092, Goshen Interchange Section of the Pacific Highway in Lane County, was completed December 26, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 1-13-69

Conditions noted on above date:

None

JJH:

VG:fw
TO: Forrest Cooper
F. D. Morgan

G K Brooks
for R. E. Simpson
Division Engineer

RECEIVED
JAN 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

I-5-3(78)190

7092

January 12, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-15(25)31

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our Standard Specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
[illegible] Porter
F. P. Morgan
L. H. Young
[illegible] Astrup

MHA:de srb

Routing
Morgan
Bond
Walker
Clona
Swan
Scott
Wells
Litchfield
Olson

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 8 1968
CONSTRUCTION
DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

[illegible]
Morgan - [illegible]
[illegible]

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

6972 - Neil Creek - California Line Section, I-5-1(66)00
6947 - North and East Grants Pass Interchange Section, I-5-1(65)56
6944 - Suncrest Safety Area, I-5-1(63)23
6927 - East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
7092 - Goshen Interchange Section, I-5-3(78)190

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-5-3(78)190

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : 7092 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

re Klaboe
Morgan - RID
Young

NOTED
F. B. KLABOE

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North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2) 7039, LSF-47(3) 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form BH-121 (4-67)

UNITED STATES GOVERNMENT

DEC 20 1967

Memorandum

I-5-3(78)190

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: December 15, 1967

In reply refer to: 08-35-DB /439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon, Attention: Mr. F. B. Klaboe

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(78)190
Goshen Interchange Section
Pacific Highway
Inspection-in-Depth 35-67-EID(25)30

Attached is an inspection-in-depth report on Landscape Planting Procedures. This is part of a Statewide inspection-in-depth series.

We are pleased to note that no significant deficiencies were found. We wish to compliment your Landscape Department and project personnel, for it is through their diligent efforts that inspection-in-depth reports such as this are possible.

Enclosure
Report

12-20-67

REFERRED TO Morgan w/encl.
By Asst. State Hwy. Engr.

copy to Young.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

Wash DC
File 439

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT es

REGION 8	DIVISION Oregon	COUNTY Lane	PROJECT NUMBER I-5-3(78)190

DATE OF INSPECTION 12-13-67	PHASE(S) INSPECTED Landscape Planting
INSPECTION MADE BY C. T. Christianson, Area Engr	IN COMPANY WITH H. E. Mayfield, Res Engr, OSHD Mark Astrup, Landscape Architect, OSHD J. Svinth, Agronomist, OSHD Dell Louck, Contractor John Hegmann, Area Engr, BPR

REPORT PREPARED BY
C. T. Christianson, Area Engr

PROJECT INCLUDES

☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER *(Specify)* Landscape Planting

CONTRACTOR *(Name and address)* Lane County Nursery & John A. Hennen Eugene, Oregon	CONTRACT AMOUNT $ 55,267.88 PROJECT STATUS (% comp.) 50%

LOCATION
Goshen Interchange on Interstate Route 5 approximately 5 miles south of Eugene

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Note: This is part of a Statewide Inspection-in-Depth Series.

GOSHEN INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

SUMMARY OF FINDINGS

Project procedures and construction operations were considered to be highly satisfactory. The project records contain adequate evidence of compliance with governing contract specifications and provisions.

RECOMMENDATIONS

The Resident Engineer and his staff should be commended for the excellent manner in which they have handled their responsibilities in contract administration and engineering on this project.

Since no significant deficiencies were noted, no follow-up action is considered necessary.

(more)

Detailed Report of Inspection:

This inspection involves a full review of engineering and construction operations in connection with landscape planting on the project indicated.

Materials were generally inspected in the field and found to be in excellent condition and installed in a manner indicative of a high quality of construction workmanship. Project records pertinent to materials were reviewed in the office of the Resident Engineer and documentation contained therein showed that all materials incorporated into the project to date were in substantial conformance with contract specifications.

Topsoil, mulch, and fertilizer materials were covered by adequate documentation with respect to specification compliance.

Two by two Douglas fir stakes were being used as supports for the trees and the rubber hose tie method, as approved by the Standard Specifications, was being employed. It was noted that no evidence was on file indicating that the 14-inch guage tie-wire had been checked with respect to guage and other contract provisions. While this is not considered serious, it was recommended that a portion of the wire be inspected for compliance with specifications.

Plants and plant materials were inspected in the field as installed by the contractor and also in the project storage area. The plants were in a healthy condition with well-developed branch and cane systems and conformed with the required plan dimensions. The plants inspected in the storage area were well developed and of uniform size with firm unbroken balls. Project records indicate that all plants are nursery grown and that out of State plant materials are accompanied by a health certificate. The project records contained field inspection report sheets insuring compliance with all of the conditions provided in the contract.

A field review of construction operations indicated that trees and shrubs were located in conformance with plan requirements and dimensions with slight modification to fit field conditions. The 30-foot lateral clearance for safety purposes had been maintained. The field inspection of construction operations indicated a very high quality of workmanship being performed by this contractor resulting in a very favorable appearance to the finished beds.

No actual work was in progress at the time of this inspection.

(more)

It was noted that the the guying and staking complies with the contract specifications; however, it is proposed to use two stakes on all trees in lieu of the three guywires provided by the plan. Public Roads personnel indicated that a price agreement providing for this modification in staking would be approved on this project at no change in cost.

The installed materials on the project indicated that considerable precaution has been taken in preventing root injury and solving drainage problems during planting operations. It appeared that reasonable and experienced personnel had installed these materials with a great deal of care.

All records maintained for accountability of materials were reviewed and found to indicate compliance with State procedures and contract specifications. The records maintained for this project were complete and accurate, facilitating easy review and inspection. A brief review of the latest monthly progress estimate was made and all materials paid for on that estimate were supported by laboratory test results and field inspection records, or materials receipts, supporting both the quantity and quality of the matetials for which payment had been authorized.

Traffic control on this project had been conducted in a satisfactory manner in compliance with the State signing manual.

Work sheets and guidelines used for this inspection are attached to the Division office copy of this report.

F pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-3	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4 -7618	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7	COUNTY Lane PROJECT NO. I-5-3(78)190

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Goshen Interchange Section of The Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 60,904	$ 56,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By FB Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer October 25, 1967

USCOMM-DC 26854-P66

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal Aid
Project No. I-5-3(78)190

GOSHEN INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, October 11, 1967

Type Code Y003
Landscaping (Sta. 387+80 thru Equa. 388+27.94 Bk. = 45+56.00 Ah. thru Equa. 89+06.20 Bk. = 19.95 Ah. to Sta. 30+00) (Contract 7092)

Furnishing and Placing Topsoil	2,500 cu.yd.	$ 2.89	$ 7,225.00
Furnishing and Planting Trees	430 only	6.14	2,640.20
Furnishing and Planting Shrubs	8,300 only	3.80	31,540.00
Furnishing and Planting Vines	4,000 only	1.65	6,600.00
Furnishing and Planting Japanese Roses	2,000 only	1.55	3,100.00
Inorganic Fertilizer, 10-16-8	54 cwt.	4.17	225.18
Organic Fertilizer, 5-3-2	6 cwt.	1.25	7.50
Manure Fertilizer	210 cu.yd.	2.00	420.00
Bark Mulch	270 unit	13.00	3,510.00
			$55,267.88
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$55,367.88
	10% Engr. & Cont.		5,536.12
	Total		$60,904.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$56,000.00
State Funds -	4,904.00
Total -	$60,904.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 620-1034

Oregon State Highway Department

Federal Aid
Project No. I-5-3(78)190

GOSHEN INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

P.S. & E. estimate.

Salem, Oregon, August 3, 1967

Type Code Y003
Landscaping (Sta. 387+80 thru Equa. 388+27.94 bk. = 45+56.00 ah. thru Equa. 89+06.20 bk. = 19.95 ah. to Sta. 30+00)

Furnishing and Placing Topsoil	2,500 cu. yd.	$ 3.50	$ 8,750.00
Furnishing and Planting Trees	430 only	12.00	5,160.00
Furnishing and Planting Shrubs	8,300 only	3.50	29,050.00
Furnishing and Planting Vines	4,000 only	0.40	1,600.00
Furnishing and Planting Japanese Roses	2,000 only	1.15	2,300.00
Inorganic Fertilizer, 10-16-8	54 cwt.	9.00	486.00
Organic Fertilizer, 5-3-2	6 cwt.	10.00	60.00
Manure Fertilizer	210 cu. yd.	10.00	2,100.00
Bark Mulch	270 unit	20.00	5,400.00
			$54,906.00
Flagging (57-1/2% of contractor's cost)	All Required		100.00
	Subtotal		$55,006.00
	10% Engr. & Cont.		5,500.00
	Total		$60,506.00

Length of Project 0.00 mile

Federal Funds	$55,800.00
State Funds	4,706.00
Total	$60,506.00

RECEIVED
OCT 18 1967
FOR FILING
I-5-3(78)190
7092

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I 5-3(78)190
Goshen Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7092 to Lane County Nursery and John A. Hennen, of Eugene, Oregon, low bidder in the amount of $55,267.88 at the September 28, 1967 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

10-11-67
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1967
FOR FILING

I-5-3(78)190
7092

October 6, 1967

Lane County Nursery and
John A. Hennen
111 Thomason
Eugene, Oregon 97402

Gentlemen:

Enclosed are three copies of Contract No. 7092 for $55,267.88 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the Goshen Interchange Section of the Pacific Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
H. E. Mayfield
Mark Astrup

RECEIVED
OCT 6 - 1967

[illegible]

Fred W. Hill, Member
~~Helix~~

I-5-3(78)190
7092

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967, is requested in the award of contract for the Goshen Interchange Section, Project No. I-5-3(78)190.

The contractor receiving the award is Lane Co. Nursery and John A. Hennen of Eugene in the amount of $55,267.88 with the contract No. 7092 assigned. This bid was received on September 28, 1967, and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

RECEIVED
OCT 9 - 1967
FOR FILING

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

I-5-3(78)190
7092

October 3, 1967

Lane County Nursery & John A. Hennen
4490 Pearl
Eugene, Oregon 97405

Gentlemen:

The State Highway Commission on October 2, 1967 awarded to you State Highway Contract No. 7092 for the following project:

Roadside improvement on the Goshen
Interchange Section of the Pacific Highway
in Lane County.

This award was based on your bid of $55,267.88 which was submitted to the Commission on September 28, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Mark Astrup

RECEIVED
SEP 12 1967

FOR FILING
I-5-3(78)190
7092

Klaboe

FORM PR-131 (11-63)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-3(78)190
Goshen Interchange Section
Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Preston's August 3 and August 30, 1967 reports.

In our plan review we noted that several Douglas Fir are shown near the southbound gore area right of Station 55 of LS_2 line. Although these are shown behind a 40-foot setback, we feel they still will eventually constitute an unnecessary hazard in that area and should be moved southerly to a less-exposed area or be eliminated from the plans.

Your attention is directed to the necessity of showing the access control line on the plan sheets.

You are authorized to proceed with contractor's flagging shown on your estimate for $100.

Mr. Young's September 5, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

NOTED
F. B. KLABOE

Enclosure
Title sheet

9-11-67
REFERRED TO Wilkinc.
By Asst. State Hwy. Engr.

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 10 1967

FOR FILING

I-5-3(78)190

Form FH-121 (4-67)
UNITED STATES GOVERNMENT
Memorandum
7092

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301
DATE: August 4, 1967
In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 26, 1967 letter requested the inclusion of four items in the subject program. We approve these Stage 2 Construction Phase projects effective today:

Item	Project	Location	Work
504	I-5-5(37)293	Tigard Interchange	Landscape
505	I-80N-5(29)204	Pendleton Section	Gr., Pave, Struc's
506	I-80N-3(52)84	Brewery Grade Inter.	Illumination
507	I-5-3(78)190	Goshen Inter.	Landscape

On Item 505, I-80N-5(29)204 Pendleton Section, we wish to avoid another tenative construction authorization because of failure to obtain railroad's action on the agreement, permit of entry and the approval of your plans. We insist that the P.S. & E. request be accompanied by the minimum documentation necessary to comply with PPM 30-3 which includes (1) Railroad Agreement (proposed), (2) Permit of entry and (3) approval of your plans by the railroad.

The approval of Item 506, I-80N-3(52)84 Grewery Grade, is subject to the participation Schedule in Mr. Brooks' March 30, 1967 memorandum on this project.

This action provides for improvement of 9.17 miles of Interstate Highway at a total estimated cost of $10,141,000 of which $9,355,500 is reserved as Federal-aid Interstate funds.

8-9-67
REFERRED TO
Young - Morgan - Litchfield
By Asst. State Hwy. Engr.

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
AUG 4 1967
FOR FILING

I-5-3(28)190

7092

PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 2, 1967

Routing

Morgan
Decker
Sand
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 4 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (12)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
R. D. Asburry (4)
L. R. Chandler (2)
J. F. Putnam (8)
A. F. Parson (6)
fw

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-5.3(11)1140
709 R

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL - AID

(PPR

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Goshen Interchange 21 65	**ADT**	PRESENT 14,500	FUTURE 23,800 (66) (70)	YEA (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lane	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL- I-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 Goshen Interchange			
5					**ROW**		(Goshen Interchange Section) 709			
5					**CONST** (CODE)			0.0	60,000	55,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	60,000 (16) (23)	55,000 (24)
1	14	PROGRAM APPROVAL DATES				

Additional Da

Project I-5-3

interchange wh

For PR-37B:

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 14,500	FUTURE 23,800	YEAR 87	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 507

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I	NUMBER 5 -	SEQ. NO. 3(78)	I. Projects Only POST MI. 190 DESIG.

COUNTY NAME Lane	CODE 039	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-5	STATE	U.S. I-5

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
nge						Landscaping consisting of planting trees, shrubs and vines, furnish and place topsoil.
	0.0	60,000	55,000	5,000		ROW-250' normal; access control-full; parking restrictions complete.
	0.0	60,000	55,000	5,000		

REMARKS

Additional Data: Item 353, Project I-5-3(60)175 and Item 307, Project I-5-3(52)175. This project is for the landscaping of the interchange which was revised under Project I-5-3(60)175.
For PR-37B: On R/W-1, ROW-F.

I-5-4(58) Belt Line Rd. Interch. Sec., 1967
197 Pac. Hwy., S. of Eugene
#7093 (Roadside Improv.)

JAN 2 - 1969

I-5-4(58) 177

7093

December 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 22, 1968, on Contract No. 7093. The contract was with Spragues' Incorporated of Washington and was for roadside improvement on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. J. Barbee
L. H. Young
C. T. Keasey

srb fn

JAN 2 - 1969

I-5-4(58) 177
7093

December 31, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7093 awarded to Spragues' Incorporated of Washington for roadside improvement on the Belt Line Road Interchange Section of the Pacific Highway in Lane County was completed on May 22, 1968, and accepted by the Highway Commission on December 31, 1968.

Final payment in the amount of $3,319.21 will be released to the contractor after January 8, 1969. The total contract amount is $60,909.32 including $128.92 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Spragues' Inc. of Washington
P. O. Box 458
Lynnwood, Washington 98036

C. T. Keasey
C. H. Maison
Attn: John Herr
Frank Morgan

RECEIVED
DEC 16 1968

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-4(58)177

7093

December 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7093
Prefix 620-1035
FAP I-5-4(58)197

Dear Sir:

The replacement planting work under Contract No. 7093, Belt Line Road Interchange Section of the Pacific Highway in Lane County, was completed May 22, 196".

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

RECEIVED
DEC 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement

Date December 10, 1968

Conditions noted on above date:

NONE

H W Brown
for R. E. Simpson
Division Engineer

VG:fw
bc: Forrest Cooper
F. D. Morgan

I-5-4(58)197
7673

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Belt Line Road Interchange		WEEK ENDING: Nov. 30, 1968
		SECTION PREFIX: 620-1035
	HIGHWAY: Pacific	COUNTY: Lane
NAME OF JOB: Belt Line Road Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Spraques' Inc. Of Washington	CONTRACT NUMBER: 7093	FEDERAL AID PROJECT NUMBER: I-5-4(58)197
DATE OF CONTRACT: Oct. 2, 1967	DATE WORK STARTED: Feb. 7, 1968	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 31, 1968	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 74,738.53		
EXCLUSIVE OF ENGINEERING: $ 69,423.79	ENGINEERING AUTHORIZATION: $ 5,314.74	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 60,958.45	ENGINEERING COST TO DATE: $ 6,165.22	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: UNDERRUN 12.2 %	PERCENT OF AUTHORIZATION: 116.0 %	DATE PROJECT WAS COMPLETED: May 22, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Topsoil	Plants	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	COMPLETE	COMPLETE			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Mostly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Mostly Fair			
FRIDAY	Mostly Rain			
SATURDAY				

Routing

Morgan M
Decker
Bond S
Walker
Boehme
Johnsen

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 2 1968
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-24	
MONDAY 11-25	Contractor received from Delforge Nursery, 1 Russian Olive, 220 Tamarix Juniper, 191 Compact Ore. Grape and 126 Oregon Grape.
TUESDAY 11-26	The contractor worked a two man crew replanting Oregon Grape, Compact Oregon Grape and Tamarix Juniper.
WEDNESDAY 11-27	The contractor finished replanting this AM. Did some weeding also completing the work. Mr. Svinth on project AM.
THURSDAY 11-28	
FRIDAY 11-29	
SATURDAY	

REMARKS

The project is complete.
Final Inspection will be Dec. 3, 1968
This will be the last Weekly Report.
The Post Semi-final will be submitted on or about Dec. 6, 1968.

SIGNED H E Mayfield LOCATION Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

RECEIVED
DEC 11 1967
FOR FILING

I-5-4(58)197
7092

Form ...(4-61)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE - Salem OR 97301

DATE: December 1, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

O. W. Parsons

FROM : O. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
El Paso Natural Gas Company Utility Adjustment

Our September 8, 1966 utility memorandum authorized you to proceed with the subject utility's work conditioned to a clarification of the reimbursement percentage. Your explanatory September 19, 1966 letter to the utility apparently satisfied the utility as they subsequently billed you on the State's percentage.

Therefore, as requested by Mr. Litchfield's November 29, 1967 letter we accept the percentage originally proposed by Mr. Sollis' July 27, 1966 letter to the utility of 98.23 percent.

NOTED
JOM EDWARDS

Copy to
Meadows
Litchfield
Klobo
Young
12-11-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-41	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Lane
PROJECT REPORT NO. 5		PROJECT NO. I-5-4(58)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Belt Line Road Interchange Section of the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.36

ESTIMATED TOTAL COST OF PROJECT $ 73,077	FEDERAL FUNDS $ 67,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Adm. Manager
October 30, 1967

Date executed by Division Engineer October 30, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Federal-Aid
Oregon State Highway Department Project No. I-5-4(58)197

BELT LINE ROAD INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

Project Agreement Estimate.

Salem, Oregon, October 13, 1967

Type Code Y003
Roadside Improvement (Sta. 433+10 to Sta. 451+00)(Contract 7093)

Furnishing and Placing Topsoil	2,760 cu.yd.	$ 3.50	$ 9,660.00
Furnishing and Planting Trees	65 only	19.25	1,251.25
Furnishing and Planting Shrubs	7,000 only	5.00	35,000.00
Furnishing and Planting Vines	29,000 only	0.50	14,500.00
Inorganic Fertilizer, 10-16-8	36 cwt.	6.00	216.00
Organic Fertilizer, 5-3-2	37 cwt.	6.00	222.00
Manure Fertilizer	150 cu.yd.	7.00	1,050.00
Bark Mulch	230 unit	19.50	4,485.00
			$66,384.25
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$66,434.25
	10% Engr. & Cont.		6,642.75
	Total		$73,077.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$67,400.00
State Funds -	5,677.00
Total	$~~67~~,077.00 73

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 620-1035

Federal-Aid
Project No. I-5-4(58)197

Oregon State Highway Department

BELT LINE ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

PS&E Estimate

Salem, Oregon, August 23, 1967

Type Code Y003
Roadside Improvement (Sta. 433+10 to Sta. 451+00)

Furnishing and Placing Topsoil	2,760	cu.yd.	$ 4.00	$11,040.00
Furnishing and Planting Trees	65	only	15.00	975.00
Furnishing and Planting Shrubs	7,000	only	4.00	28,000.00
Furnishing and Planting Vines	29,000	only	0.50	14,500.00
Inorganic Fertilizer 10-16-8	36	cwt.	9.00	324.00
Organic Fertilizer 5-3-2	37	cwt.	10.00	370.00
Manure Fertilizer	150	cu.yd.	10.00	1,500.00
Bark Mulch	230	unit	25.00	5,750.00
				$62,459.00
Flagging (57½% of contractors Cost)	All Required			$ 50.00
	Subtotal			$62,509.00
	10% Engr. & Cont.			6,250.00
	Total			$68,759.00

Length of Project 0.00 mile

Federal Funds	$63,400.00
State Funds	5,359.00
Total	$68,759.00

RECEIVED
OCT 24 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

I-5-4(59)197
7093

October 23, 1967

Spragues' Incorporated of
Washington
P. O. Box 458
Lynnwood, Washington 98036

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7093 for roadside improvement on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc

United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
OCT 12 1967

FOR FILING

I-5-4(58)197

7093

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(58)197
Belt Line Road Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7093 to Spragues', Inc., of Lynwood, Washington, low bidder in the amount of $66,384.25 at the September 28, 1967 bid opening.

The project will not be accepted as completed unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

NOTED
F. B. KLABOE

10-11-67
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1967

FOR FILING
I-5-4(58)
7093

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(18)303
Willamette River - Northwest Johnson Street Section
Storm Sewer and Demolition

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7093 to Salem Sand and Gravel, of Salem, Oregon, low bidder in the amount of $361,379.50 at the September 28, 1967 bid opening.

NOTED
F. D. KLABOE

10-11-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1967

FOR FILE
I-5-4(58)197
7093

October 6, 1967

Spragues' Incorporated of Washington
P. O. Box 498
Lynwood, Washington 98036

Gentlemen:

Enclosed are three copies of Contract No. 7093 for $66,384.25 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the Belt Line Road Interchange section of the Pacific Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Clayton Ansell
Mark Astrup

RECEIVED
OCT 6 - 1967

Fred W. Hill, Member
Helix

I-5-4(58)197
7093

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967, is requested in the award of contract for the Belt Line Road Interchange Section, Project No. I-5-4(58)197.

The contractor receiving the award is Spragues' Inc. of Washington from Lynnwood, Washington, in the amount of $66,384.25 with the contract No. 7093 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

RECEIVED
SEP 12 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-5-4(58)197
7693

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(58)197
Belt Line Road Interchange
Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Preston's August 29 and August 30 reports.

The plans show Shore Pine locations in six general gore areas. Although a plan note requires a 40-foot setback, the gore areas may none-the-less become hazardous as the Shore Pine increases in size and consideration should be given toward planting it elsewhere.

NOTED
F. B. KLABOE

Your attention is directed to the necessity of showing the access control line on the plan sheets.

You are authorized to proceed with contractor's flagging shown in your estimate for $50.

As stated in Mr. Young's September 5, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational of historical resources authorities. Prior to bid opening date, you should advise this office of any clearance received or withdraw the project from the letting.

Enclosure
Title sheet

9-11-67
REFERRED TO
[illegible]
By Asst. State Hwy. Engr

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 1 1967

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-4(58)197
7093

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 1, 1967

In reply refer to: 08-35-EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By: G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Federal-Aid Interstate Program

Mr. Young's August 8, 1967 and August 14, 1967 letters requested inclusion of three projects in the subject program. These Stage 2 construction phase projects are approved today:

Item	Project	Location	Work
508	I-000S(4)	I-80N, Portland to Idaho	Traffic Signs/ Markings
509	I-5-4(58)197	I-5, Belt Line Road Interchange	Landscaping
510	I-80N-3(53)61	I-80N, East Hood River Interchange	Landscaping

Item 508, I-000S(4), encompasses all of Interstate 80N for the installation of signs and pavement markings at interchange exits in accordance with Paragraph "A" on Page 56 of the Report of the special AASHO Traffic Safety Committee "Yellow Book."

This action provides for traffic signs and landscaping at a total estimated cost of $152,000, of which $139,000 is reserved as Federal-aid Interstate funds.

NO FILE

Orig
REFERRED TO 9-6-67
By Asst. State Hwy. Engr.

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 17 1967
FOR FILING

Fred W. Hill, Member
Helix

I-5-4(58)177
7093

August 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Interstate Projects, Items 309 and 310, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our desire to open bids for these projects on September 28, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PR** (PPM 2
DATE SUBMITTED TO W. O.		

CARD 2	REPORT NUMBER 1 (10) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 2.2 mi. North of Eugene 21 65	**ADT**	PRESENT 12,800	FUTURE 31,500 (66) (70)	YEAR 87 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74) (7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lane	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		I-5 2.2 mi. North of Eugene			
5					**ROW**		(Belt Line Road Interchange Section)			
5					**CONST** (CODE)			0.0	70,000	64,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	70,000	64,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 12,800	FUTURE 31,500 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 509 (14) (18)	

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-4 7	SEQ. NO. (58) 13	I Projects Only POST MI. 197 (24) (26)	DESIG. 27

COUNTY NAME Lane			CODE 039 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE (36) (37)	U.S. I-5 (41)		

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Landscaping consisting of planting trees, shrubs and vines; furnish and place topsoil.
0.0	70,000	64,000	6,000		
0.0	70,000	64,000	6,000		
	(16) (23)	(24) (33)			

REMARKS Additional Data- Item 456,
Project I - 5-4(54)197

USCOMM DUSCOMM-DC 48905-P61

LSI-5-5(3) Fargo Rd. Interch. Sec., 1967
Pac. Hwy., S. of Wilsonville
#7094 (Roadside Improv.)

STATE COPY

Monthly transaction number 12-23	FO R-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
Modification number 1	(PPM 21-7) 12-7-69	Project number LSI-5-5(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 25, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,387	$ 17,442
Federal funds	$ 16,387.00	$ 17,315.06
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of December, 1969.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________
(Division Engineer)

Form Approved; Budget Bureau No. 41-F.2089.1

MONTHLY TRANSACTION NO. 11-2	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Marion
PROJECT REPORT NO. 4 #7[illegible]4	(PPM 21-7) 10-25-67	PROJECT NO. ISI-5-5(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fargo Road Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-29-67	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,387	$ 16,387.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE
By B Klabo	BUREAU OF PUBLIC ROADS
Assistant State Highway Engineer (Title)	A. W. Parsons, Division Engineer
By	By L. R. Backlund (Division Engineer) L. R. Backlund, Admin. Manager
(Title)	Date executed by Division Engineer October 25, 1967
By	
(Title)	

Oregon State Highway Department

Federal-Aid Project
No. LSI-5-5(3)

FARGO ROAD INTERCHANGE SECTION OF
THE PACIFIC HIGHWAY IN MARION COUNTY

Project Agreement Estimate

Salem, Oregon, October 11, 1967

Type Code Y003
Roadside Improvement (Sta. 804+50 to Sta. 820+20)(Contract 7094)

Furnishing and Planting Trees	6 only	$20.00	$ 120.00
Furnishing and Planting Broadleaf Evergreen Shrubs	230 only	4.90	1,127.00
Furnishing and Planting Deciduous Shrubs	1,260 only	2.10	2,646.00
Furnishing and Planting Vines	14,950 only	0.43	6,428.50
Inorganic Fertilizer, 10-16-8	16 cwt.	7.00	112.00
Manure	32 cu.yd.	7.00	224.00
Mulch	180 unit	23.00	4,140.00
			$ 14,797.50
Flagging (57½% of Contractors Cost)	All Required		100.00
			$ 14,897.50
	10% Engr. & Cont.		1,489.50
			$ 16,387.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds - $ 16,387.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 624-0903

Oregon State Highway Department

Federal-Aid Project
No. LSI-5-5(3)

FARGO ROAD INTERCHANGE SECTION OF
THE PACIFIC HIGHWAY IN MARION COUNTY

P.S. & E. Estimate

Salem, Oregon, June 22, 1967

Type Code Y003
Roadside Improvement (Sta. 804+50 to Sta. 820+20)

Furnishing and Planting Trees	6 only	$12.00	$ 72.00
Furnishing and Planting Broadleaf Evergreen Shrubs	230 only	4.00	920.00
Furnishing and Planting Deciduous Shrubs	1,260 only	3.00	3,780.00
Furnishing and Planting Vines	14,950 only	.50	7,475.00
Inorganic Fertilizer, 10-16-8	16 cwt.	8.00	128.00
Manure	32 cu.yd.	8.00	256.00
Mulch	180 unit	20.00	3,600.00
			$ 16,231.00
Flagging (57½% of Contractors Cost)	All Required		100.00
			$ 16,331.00
	10% Engr. & Cont.		1,633.00
			$ 17,964.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

Federal Funds - $ 17,964.00

RECEIVED
MAR 6 - 1969
FOR FILE

LSI-5-5(5)
7094

March 5, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7094 awarded to Knight Pearcy for roadside improvement on the Fargo Road Interchange Section of the Pacific Highway in Marion County was completed on April 15, 1968, and accepted by the Highway Commission on March 3, 1969.

Final payment in the amount of $739.88 will be released to the contractor after March 12, 1969. The total contract amount is $14,297.84 including $37.52 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mrs. Knight Pearcy
2095 Rayner Street, S.E.
Salem, Oregon 97302

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 5 - 1969
FOR FILE
LSI-5-5(3)
7094

March 4, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed April 15, 1968, on Contract No. 7094. The contract was with Knight Pearcy and was for roadside improvement on the Fargo Road Interchange Section of the Pacific Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Marchant
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

RECEIVED
FEB 24 1969

FOR [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

LSI-5-5(3)

[illegible]

January 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7094
Prefix 624-0903
FAP LSI-5-5(3)

Dear Sir:

The replacement planting work under Contract No. 7094, Fargo Road Interchange Section of the Pacific Highway in Marion County, was completed January 22, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Higway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date February 18, 1969

Conditions noted on above date:

None

BM Broom
for R. E. Simpson
Division Engineer

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JK:fw
To: Forrest Cooper
F. D. Morgan

LSI-5-5(3)
7094

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fargo Road Interchange	WEEK ENDING: January 25, 1969	SECTION PREFIX: 624 - 0903
HIGHWAY: Pacific	COUNTY: Marion	
NAME OF JOB: Fargo Road Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Knight Pearcy	CONTRACT NUMBER: 7094	FEDERAL AID PROJECT NUMBER: LSI -5-5 (3)
DATE OF CONTRACT: October 2, 1967	DATE WORK STARTED: October 11, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 16,759.68	SPECIFIED COMPLETION DATE: May 31, 1968	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 15,567.88	ENGINEERING AUTHORIZATION: $ 1,191.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,260.32	ENGINEERING COST TO DATE: $ 2,053.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION: 172 %	DATE PROJECT WAS COMPLETED: April 15, 1968

Submitted semi-final estimate
April 18, 1968.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~ Trees 100	Shrubs 100	Vines 100	Mulch 100	

					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6 Only	1,490 Only	14,950 Only	180 Units	
TOTAL QUANTITIES CORRECTED TO DATE	5 "	1,523 "	13,494 "	183 "	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Fair-Cold			
FRIDAY	Fair-Cold			
SATURDAY	Fair-Cold			

RECEIVED
JAN 2
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor rep;anted shrubs on "A", "B", and "D" lines. Cleaned weeds and grass from Ivy area on "A" line and "E" line. Cleaned up old shrubs and trimmings and hauled them away. Jens Svinth on project in P.M.
TUESDAY	Contractor replanted Ivy on "D" and "E" lines. Picked up grass and hauled away. This completed the plant replacement.
WEDNESDAY	Contractor cleaned up the planted areas in the A.M.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on the project April 15, 1968. The semi-final estimate was submitted April 18, 1968. The plant establishment period ended October 15, 1968.
The Contractor completed plant replacement and clean up Wednesday which completes work on the project.
Friday, final inspection of the project was made by Messr's. Wimer, Meola, and Hageman in company with the Contractor's representative, Mr. Foree and the undersigned.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem
Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

JUN 1 1 1968

FOR FILE

LSI-5-5(3)

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 30, Salem, Oregon
June 5, 1968

SUBJECT: Knight Pearcy
Fargo Road Interchange Section
Contract No. 7094

To: Mr. R.D. Asburry
Division Engineer
East Salem Highway Bldg.

Attention: Gerald Wimer

In reference to your letter of June 3rd., I had previously contacted the contractor's office and was informed that Mrs. Knight Pearcy will administer the contractor's affairs.

Monday I contacted Mrs. Pearcy by telephone. She confirmed the above and asked that the contractor's address be changed from P.O. Box 12, Salem, to 2095 Raynor Street SE, Salem, Oregon, 97302, her residence. We discussed the project's status and Mrs. Pearcy designated Mr. H.G. Fore as the contractor's representative on the project.

Arthur Duffy
Resident Engineer

AD:lbs

cc: Mr. F.D. Morgan ✓
Mr. M.H. Astrup
Mrs. Knight Pearcy

Routing
2 Morgan MM
Decker
1 Bond B
Barbee
Walker
Glenn
Swan S

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN [illegible] 1968
CONSTRUCTION
DIVISION

Cer ✓

NOTED
FLOYD QUERY

Noted
WEW

NOTED
C. W. HEAD

C

RECEIVED
OCT 10 1967
FOR FILING

LSI-5-5(3)

7094

October 9, 1967

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon 97308

Dear Mr. Pearcy:

Enclosed are three copies of Contract No. 7094 for $14,797.50 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the Fargo Road Interchange Section of the Pacific Highway in Marion County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
D. D. Matthis (SIAC)
R. D. Asburry
Arthur Duffy
Mark Astrup

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1967

In reply refer to: 08-35-EC

LSI-5-5(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7094

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSI-5-5(3)
Fargo Road Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7094 to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $14,797.50 at the September 28, 1967 bid opening.

NOTED
F. B. KLABOE

10-10-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 6 - 1967
FOR FILING
Fred W. Hill, Member
Nelis

LSI-5-5(3)
7094

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967 is requested in the award of contract for the Fargo Road Intchge. Section, Project No. LSI-5-5(3).

The contractor receiving the award is Knight Pearcy Nursery of Salem, in the amount of $14,797.50 with the contract No. 7094 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

RECEIVED
OCT 9 - 1967

FORM 2-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

LSI-5-5(3)
7194

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 3, 1967

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on October 2, 1967 awarded to you State Highway Contract No. 7194 for the following project:

Roadside improvement on the Fargo Road
Interchange Section of the Pacific Highway
in Marion County.

This award was based on your bid of $14,797.[illegible] which was submitted to the Commission on September 29, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Mark Astrup

CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

RECEIVED
AUG 7 1967

FOR FILING

LSI-5-5(3)
7874

August 2, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 4 1967
CONSTRUCTION DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

Mr. F. D. Morgan
August 2, 1967
Page 2

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (12)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
R. D. Asburry (4)
L. R. Chandler (2)
J. F. Putnam (8)
A. F. Parson (6)
fw

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1967

FOR FILING

FORM PR-131 (11-66)

~~UNITED STATES~~ GOVERNMENT

Memorandum

Clabor

LSI-5-5(3)
7094

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project LSI-5-5(3)
Fargo Road Interchange Section
Landscaping

P. S. & E. documents for the subject project are hereby conditionally approved simultaneously with the program approval by separate memorandum, with the understanding that you will make any changes found necessary upon completion of our review. As requested by Mr. Young's June 29, 1967 letter, you are authorized to advertise the project for bids with the understanding that reduced plans and title sheet will be furnished to this office at least four weeks prior to the bid opening date.

The funds as approved and shown on the estimate are obligated from Fiscal Year 1967 appropriations, and should overruns occur they may be covered by funds released as the results of other 1967 Fiscal Year project underruns. It is understood that other shortages may have to be covered by State funds.

Our authorization is with the understanding that all necessary right of way has been acquired for contractor's use with relocation advisory assistance unnecessary and access rights previously acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's June 22 and June 29, 1967 reports.

You are authorized to proceed with the contractor's flagging included in the estimate for $100.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 -- Incidentals	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

NOTED
F. B. KLABOE

(more)

7-10-67
REFERRED TO
Young - Ferguson - Cutcup
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1967
FOR FILING

7024

FORM PR-121 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35.EC/710.18

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Program

Mr. Young's June 13, 15, 22 and 29, 1967 letters submitted seven projects for inclusion in the subject program. These Stage 2 Right of Way (Scenic) and Construction (Landscape) Phase projects are approved effective today:

Item	Project	Location	Work
36	LSF-2(6)	Ophir Safety Rest Area	Facilities
37	LSF-21(1)	Suntex Safety Rest Area	ROW (Future R.A.)
38	LSI-80N-2(2)	Mitchell Point	ROW (Scenic)
39	LSF-16(1)	Fremont Highway Rest Area	ROW (Future R.A.)
40	LSI-5-5(3)	Fargo Road Interchange	Landscape
41	LSF-21(2)	Brothers Oasis Safety Rest Area	Facilities
42	LSF-21(3)	Suntex Safety Rest Area	Facilities

Item 36, LSF-2(6) Ophir Safety Rest Area is being concurrently authorized for construction by separate memorandum effective today.

On Item 37, LSF-21(1) Suntex Safety Rest Area you are authorized to proceed with all phases of right of way acquisition effective today.

On Item 38, LSI-80N-2(2) Mitchell Point, you are authorized to proceed with all phases of ROW (Scenic) acquisition effective today. Your review of possible scenic enhancement of the quarry site is suggested.

For Item 39, LSF-16(1) Fremont Highway Rest Area, you are authorized to proceed with all phases of ROW acquisition effective today. It is understood that the construction phase of this project may or may not be performed with Federal-aid funds.

Item 40, LSI-5-5(3) Fargo Road Interchange Section, is being concurrently authorized for construction by separate memorandum effective today.

Item 41, LSF-21(2) Brothers Oasis Safety Rest Area, is being concurrently authorized for construction by separate memorandum effective today.

NOTED
F. B. KLABOE

(more)

REFERRED TO 7-5-67
Young Morgan Astrup
By Asst. State Hwy. Engr.

RECEIVED
JUL 3 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 42, LSF-21(3) Suntex Safety Rest Area, is being concurrently authorized for construction by separate memorandum effective today.

This action provides for improvement on Interstate and Primary Highways under the subject program for right of way acquisition and construction for a total estimated cost of $231,804.00, all of which is reserved as Federal-aid Landscape and Scenic Enhancement (Code 667) funds.

RECEIVED
JUN 26 1967
FOR FILING

LSI-5-5(3)
7074

June 23, 1967

Oregon State Highway Commission

Gentlemen:

Approval was secured on June 19 from Chairman Jackson for authorization to include the landscaping of Fargo Road Interchange on I-5 in Marion County in the 1967 Fiscal Year Landscaping and Scenic Enhancement Program.

The project has been approved by the Bureau of Public Roads and is eligible for 100 percent Federal participation as a Highway Beautification project. The estimated cost of the work is $20,000.

This matter will be on the agenda for your confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

MHA:de/RLP:ms jw

RECEIVED
JUL 5 - 1967
FOR FILING

Fred W. Hill, Member
[illegible]

LSI-5-5(3)
7094

June 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project, Item 40, Project No. LSI-5-5(3), for the Fargo Road Interchange Section (landscaping), which we desire to have included in the Federal-Aid Highway Landscaping and Scenic Enhancement Program as set forth in the "Highway Beautification Act of 1965".

We are also forwarding P.S. and E. documents for this project for your simultaneous approval with the program.

Approval of these documents is requested prior to June 30, 1967, in order to obligate the necessary funds. Advertising for bids will be initiated in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 2.14 mi. S. of Clackamas Co. Line 21 65	**ADT**	PRESENT 15,700	FUTURE 47,200 (66) (70)	YEA (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Landscape and Scenic Enhancement	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-A I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT: TOTAL ESTIMATED COST	ESTIMATED PROJECT: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 2.14 mi. S of Clackamas Co. Line (Fargo Road Interchange Section)			
5					**ROW**					
5					**CONST** (CODE) Y003			0.0	17,964	17,964

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	17,964	17,964
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

For PR-37B: On R
The proposed lan
to provide sceni

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 15,700	FUTURE 47,200 (66) (70)	YEAR 86 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 667 (4) (9)	ITEM NO. 40 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) LSI 14 23	NUMBER 5-5(3) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

ent	COUNTY NAME Marion	CODE 047 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE (36)	U.S. (37) I-5 (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(56) (58)	(59) (66)	(67) (76)			Landscaping consisting of planting trees, shrubs and vines.
0.0	17,964	17,964			
0.0	17,964	17,964			
	(16) (23)	(24) (33)			

REMARKS Additional Data: Items B-66, B-76 & B-82; Projects I-5-5(15)272, I-5-5(26)271 and I-5-5(31)259.

For PR-37B: On R/W-1, ROW-F , Sanitary Facility-N.
The proposed landscaping consists of planting trees, shrubs and vines to provide scenic enhancement of the Fargo Road Interchange.

S-45(5) Chemawa Rd.-Manbrin Dr. Sec. 1967
of FAS-159, N. of Salem
#7095 (Traffic Signals)

C&A 3432

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99596

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-69	CC 1199		524-1073-297

Contract 7095
S - 45(5)

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson, Director of Public Works			
Final Billing: Chemawa Road-Manbrin Drive Section North River Road, FAS 159. (safety) Traffic signals. Covered by agreement dated April 25, 1967.			
County advance deposit		16,000.00	
Amount previously transferred		12,000.00	
			4,000.00
County share of construction costs		14,312.40	
Amount previously transferred		12,000.00	
			2,312.40
To be refunded			1,687.60

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $________________
By________________________________

RECEIVED
MAR 21 1969
FOR FILING

S-45(5)
7095

March 21, 1969

General Insurance Co. of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7095 awarded to Electric Corp. for traffic signal installation on the Chemawa Road-Manbrin Drive Section of FAS 159 in Marion County was completed on January 17, 1969, and accepted by the Highway Commission on March 20, 1969.

Final payment in the amount of $4,880.94 will be released to the contractor after March 28, 1969. The total contract amount is $70,436.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Electric Corp.
P. O. Box 266
Salem, Oregon 97308

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 21 1969

S-45(5)
7095

March 20, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 17, 1969, on Contract No. 7095. The contract was with Electric Corporation and was for traffic signal installation on the Chemawa Road-Menbrin Drive Section of FAS 159 in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 20, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

RECEIVED
APR 22 1969
FOR FILING
S-45(5)
7095

March 11, 1969

Electric Corp.
P. O. Box 266
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 7095 on the Chemawa Road-Manbrin Drive Section of FAS 159 in Marion County.

After careful consideration, the Commission granted your request for an additional 173 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc R. D. Asberry
Don Beecroft
F. D. Morgan
C. H. Maison

Ivan Merchant

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7095 Contractor Electric Corp.

Highway Marion County FAS 159

Section Chemawa Road-Manbrin Dr.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Grant 173 day extension without assessment of liquidated damages due to delays in manufacture and delivery of controllers, said delay occasioned by Department of Defense priority orders in controller manufacturing plant.

Recommended for Approval:

Division Engineer

Ivan O. Merchant
~~Construction Engineer~~ or Bridge Engineer

Asst. State Highway Engineer

[illegible]

Contract No. 7095 ✓
Project designation S-45 (5) ✓ State-Federal
Date awarded Oct. 11, 1967 ✓
Work started Feb. 9, 1968 ✓
Per cent completed 100% 1-17-69 ✓ Date
No. of Workdays Allowed 280 ✓
No. of Workdays Used ✓ 453 ~~454~~
No. of Added Workdays Requested ✓ 173 ~~174~~

E-920 (Rev.)—5M—9-64

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 17 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 24, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7-27-68 ~~days~~ to 1-17-69 ~~days~~, within which to complete our Contract No. 7095, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in delivery of controller equipment from Econolite

Respectfully submitted,

ELECTRIC CORP.
Contractor

By Byron Simonson

CONSENT OF SURETY

Date January 29, 1969

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

No longer required in Oregon
Resident Agent

RECEIVED
FEB 25 1969
FOR FILING

S-45(3)

[illegible]

February 25, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 11, 1969 meeting

Gentlemen:

Electric Corporation, contractor for the construction of traffic signals on the Chemawa Road-Maubrin Drive Section of FAS 139 in Marion County, Contract No. 7095, has requested that he be granted an additional 173 calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 280 calendar days to complete the work which forecast a completion date of July 28, 1968. The work was completed January 17, 1969, with a total of 453 calendar days charged. This is an overrun of 173 calendar days.

All contract work, except installation of control units and work contingent thereto, was completed prior to the expiration of the allotted calendar days.

Manufacture and delivery of the controllers were delayed due to the presence of Department of Defense priority orders in the controllers' manufacturing plant.

This is an extenuating circumstance beyond the control of the contractor. I recommend that the contractor be granted a 173-day extension. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
C. H. Maison
Ivan Merchant
R. D. Asburry
CAG:jf lms

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

1-17-69

Project Name Chemawa Road-Manbrin Drive Contract No. 7095

Highway River Road Prefix No. 524-1073

County Marion County FAS 159 F. A. No. S-45(5)

Final inspection made on 1-22-69 By Gerald Wimer

in company with John Hegmann, BPR Area Engineer; Don Beecroft, Resident Engineer and Roy Ramey, Electric Corp. Supt.

CHECK LIST

Date			
1-17-69	Construction signs removed.	Never Closed Signals Operative 12-23-68	Opened to traffic.
Was None	Salem Office notified to rescind construction speed zone.	With Semi-Final	Division materials certification submitted.
1-17-69	Contractor removed equipment from project.		
1-17-69	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project operation and appearance satisfactorily completed as further documented by attached 1-3-69 letter from William Zirbes recommending acceptance. Marion County letter of acceptance to follow. They do question detector loop location. Adjustment shouldn't be expected of this contractor.

All contract work on this project has been completed and recommendation is made for acceptance on 1-17-69 (date). The semi-final estimate will be submitted about 2-28-69.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
Bridge Engineer Ivan Merchant
Resident Engineer Don Beecroft
District Maintenance Sup. F. T. Lacey
Traffic Engineer F. B. Crandall
County-City Engineer - H. S. Cox ✓

NOTED
MAINOR C. HOLMES

Copies sent to all named ________.

NOTED
[illegible]RD UNREIN

NOTED
P. B. [illegible]

NOTED
HAROLD REYNOLDSON

(signed)

Asst. Division Engr.
(title)

NOTED
R. H. PRANGE

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
January 3, 1969

SUBJECT: Traffic Signal Installation
Chemawa Rd.-Manbrim Dr. Section
FAS 159 (River Road)
Keizer - Marion County
Contract No. 7095

To: D. D. Beecroft
Resident Bridge Engineer
P. O. Box 30
Salem, Oregon 97310

The above mentioned traffic signal control equipment was given a final inspection on December, 23, 1968, and was found to meet the requirements of the plans and specifications except for the items listed below:

1. The volume sampling unit at the Dearborn Street intersection and its 1,126 cycle receiver board at the master control unit malfunctioned and was shipped to the manufacturer by their representative. It is expected that these units will be corrected and returned to the contractor for installation. The settings at the master control units have been set to compensate for this loss of sampling unit.

At such time as the defective unit has been replaced in operating condition, final payment may be made insofar as this office is concerned.

William R. Zirbes
William R. Zirbes
Signals & Illumination Engineer

WRZ:mk

NOTED
P. B. [illegible]

NOTED
HAROLD
REYNOLDSON

NOTED
H. S. COX

Defective receiver
has been replaced
1-22-69
K Davis

RECEIVED
JAN 27 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
FEB 14 1968
FOR FILE

S-415(5)

February 14, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7095
Profile 526-1073
FAP S-415(5)

Dear Sir:

The work under Contract No. 7095, Chemawa Road-Hawthorne Drive Section of the FAS 159 Highway in Marion County, was started on February 9, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

FAS 159

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93160

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-7-67	CC 1086		524-1073-297

NOTED
H. S. COX

Marion County
Board of County Commissioners
Courthouse
Salem, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: John Anderson, Director of Public Works			
Advance Deposit			16,000.00
Partial transfer of advance deposit for the traffic control lights on the Chemawa Road-Manbrin Drive Section, North River Road, FAS 159, covered by agreement dated April 25, 1967.			12,000.00
To be retained			4,000.00

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

RECEIVED
NOV 7 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Billing $

By

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAHLON C. HOLMES

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

September 28, 1967

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: John Anderson

Gentlemen:

On September 28, 1967, a satisfactory bid was received from Electric Corporation of Salem for constructing the traffic control signals on the Chemawa Road-Manbrin Drive section of FAS 159. As per the agreement between the state and county, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$70,490.00
Flagging	500.00
12½% Engineering & Contingencies	8,873.75
Estimated total cost	$79,863.75

County advance deposit:
20% of $79,863.75 = $15,972.75 or say $16,000.00

Please make this advance deposit in the amount of $16,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Planning Engineer

NOTED
HAROLD
REYNOLDSON

HR:mr

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-1	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6 [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]-67	COUNTY Marion PROJECT NO. S-45(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Chemawa Road-Manbrin Drive Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-4-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.52

ESTIMATED TOTAL COST OF PROJECT $ 78,089	FEDERAL FUNDS $ 49,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer October 25, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-45(5)Safety

CHEMAWA ROAD-MANBRIN DR. SECTION OF FAS 159 IN MARION COUNTY

Project Agreement Estimate

Salem, Oregon, October 11, 1967

Type Code Y031
Signals (MP 3.30 to MP 4.00)(Contract 7095)

Traffic Signal Installation	All Required	$ 70,490.00
		$ 70,490.00
Flagging (57½% of Contractors Cost)	All Required	500.00
	Subtotal	$ 70,990.00
	10% Engr. & Cont.	7,099.00
	Total	$ 78,089.00

Length of Project - - - - - - - - - - - - - - 0.00 mile

Federal Funds -	$ 49,500.00
State Funds -	14,294.50
County Funds -	14,294.50
Total	$ 78,089.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 524-1073

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
OCT 24 1967
FOR FILING

S-45(5)
1095

October 23, 1967

Electric Corp.
P. O. Box 266
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7095 for traffic signal installation on the Chemawa Rd.-Manbrin Drive Section of FAS 159 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
DEC 5 1967
FOR FILING

5-45(5)

7095

C

October 11, 1967

Electric Corp.
P. O. Box 266
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on October 2, 1967, accepted your proposal for traffic signal installation on the Chemawa Rd.-Manbrin Dr. Section of FAS 159 in Marion County for the sum of $70,490 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Marion County is received and the sum of $16,000 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7095. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 23, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
R. D. Asburry
John Anderson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 22, 1967

A 8432

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the North River Road Section of FAS 159 in Marion County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By: C. W. HEAD
C. W. Head, Assistant Secretary

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell ✓
(2 conformed copies)

NOTED
MAINOR C. HOLMES

RECEIVED
SEP 22 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. [illegible]

NOTED
P. B. Arensmeier

9-22-67

NOTED
DON HARWELL ✓

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-45(5)

Highway No. FAS 159

Project Name Traffic control lights on North River Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Salem, Oregon, this 13th day of September, 1967.

Marion County

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Commissioner

RECEIVED
SEP 19 1967
ENGINEER
COUNTY & CITY DIVISION

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 _ 150)

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

HR:nr 8/31/67

NOTED
H. S. COX

MEMO TO THE FILES:
Re: Traffic Control Signals
Chemawa Road-Salem Section
North River Road
FAS 159
Marion County

This project was first programmed to include the construction of traffic control signals at the intersections of North River Road with Manbrin Drive, Cummings Lane, and Dearborn Avenue.

The project has now been changed to include the updating of the existing traffic control signal at the intersection of North River Road and Chemawa Road.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

HR:nr

cc: Dick Chase

NOTED
MAINOR C. HOLMES

RICHA [illegible]

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
[illegible] FIL

RECEIVED
AUG 15 1967

FOR FILING

NOTED
F. B. KLABOE

8-4-67

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8/4/67

BY (Signature): Mr. Young's July 27 & August 2, 1967

TITLE: letters

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
980	S-45(5)	0.0	65,000	39,000	Manbrin Drive- Chemawa Road Section (Salem)	Traffic Signals
981	S-562(1)	2.03	35,000	22,000	Airport Jct.- Hamehook Road Section	Oil mat

Item 980 apparently qualifies as a Safety Improvement Project and the addition of this project to the inventory is approved.

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8/4/67	A. W. Parsons, Division Engineer

45(5)

7095

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

young 8-14-67

RECEIVED
AUG 16 1967
FOR FILING

S-45(5)

7095

July 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Secondary Project, Item 980, Project S-45(5) which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

This project is being programmed as a Safety Improvement. We hereby request your approval of and authorization to include same in our "Inventory of Hazardous Locations". We are enclosing Mr. Prange's letter of July 19, 1967, which sets forth the potential traffic hazard and the basis on which the project was selected.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. 1.0 Mi. North of Salem North 0.2 Mi. 21 65	ADT	PRESENT 12,500 13,500	FUTURE 17,000 22,500 (66) (70)	YEA 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME M
	NAME OF URBAN AREA 17-31	ROUTE NO. S | FEDERAL-A 159

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co.Rd. 1.0 mi. North of Salem North 0.2 Mi. (Manbrin Drive-Chemawa Road Section)			
5					ROW					
5		N (11)			CONST (CODE) Safety			0.0	65,000	39,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	65,000	39,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Mi. 65	**ADT**	PRESENT 12,500 13,500	FUTURE 17,000 22,500 (68) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 980 (14) (19)

UPV AGC (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 45(5) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Marion			CODE 047 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 159 (32)	STATE Co.Rd. (36)	U.S. (37) (41)	

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(54) (58)	(59) (66)	(67) (76)			Traffic Signal installation at intersection of Manbrin Drive, Cummings Lane and Dearborn Avenue.
0.0	65,000	39,000	13,000	13,000	
0.0	65,000	39,000	13,000	13,000	
	(16) (23)	(24) (33)			

REMARKS Additional Data: Item 681, Project S-45(4)
Relocation Assistance - none involved.

(Over)

USCOMM DUSCOMM-DC 48905-P61

MANBRIN DRIVE-CHEMAWA ROAD SECTION

PROJECT S-45(5)

Existing Facilities

Roadway: 4-11' lanes A.C. pavement with 1' median and curbs (1.5' offset). Intersections involved have standard "Stop" and "Directional" signs.

Adjacent Sections

North End: A.C. wearing surface, 4-11' lanes with 1' median with curbs.

South End: Same as North End.

Project Data

Install traffic control signals at the intersections of North River Road with the following streets: Manbrin Drive, Cummings Lane, and Dearborn Avenue.

Right of Way - 60'

Access Control, RR Xing, Minimum Design Standards - None

System Action - Completed

Public Hearing - Held

Unusual or Complicated Situations - None

Route Data - S-45(4)

Remarks - contd.

This project qualifies as a "Spot Safety Improvement" in accordance with PPM 21-16. The project was selected on the basis of competent engineer judgment that a potential accident hazard exists at the intersections involved due to the high intensity of vehicular traffic, approximately 12,000 ADT, and that the potential hazard would be eliminated by the installation of traffic signals.

The project is not listed in the "May 1966 Inventory of Hazardous Locations". Approval to include this project in the listing is requested in the letter submitting this program item.

9-8

July 24, 1967
(date)

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

NOTED
P. B. Arensmeier

Attention: Mr. John Anderson, Public Works Director

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
MAINCR C. HOLMES

NOTED
[illegible]

- -

Highway FAS 159

Section Manbrin Drive-Chemawa Road Section: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

1967

August 3, 1967
(date)

By Pat McCarthy

By Harry Carson Jr.
Commissioner

By Henry C. Mattson
Commissioner

NOTED
RICHARD UNRUH

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Copy to L H Young
attention D. Ridings

RECEIVED
JUL 21 1967

FORM E-1235 FOR FILING

S-45(5)

7085

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH [illegible]~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Manbrin Drive-Chemawa Road Section
Signals, FAS 159
Marion County

Dear Sir:

Reference is made to the subject signalization project by which it is proposed to signalize North River Road, FAS 159, at Manbrin Drive, Cummings Lane, and Dearborn Avenue at a presently estimated cost of $65,000.

In order to expedite the safe flow of traffic and provide for the safety of the travelling public at the above cited intersections Marion County has requested that this particular project be added to its Inventory of Hazardous Locations and programmed as a Safety Project. We are requesting your concurrence and approval.

1965 Traffic Counts indicated an ADT of approximately 12,000 vehicles at Manbrin Drive, 13,000 at Cummings Lane and 11,000 at Dearborn Avenue. Based on the high ~~way~~ intensity of vehicular concentration at the three intersections, potential hazards to traffic safety and competent engineering judgment it is recommended that the subject project be approved and programmed as a Safety Improvement Project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Field Engineer

NOTED
F. B. KLABOE

RECEIVED
JUL 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RHP:nn

cc: F. B. Klaboe
L. E. George
R. N. Chase

7-20-67

REFERRED TO
Young
By Asst. State Hwy. Engr.

Safety Project YES

MEMO TO R. N. CHASE Date July 19, 1967

FAS 159, Marion COUNTY: Chemawa Road-Salem SECTION

TERMINI: In the community of Keizer north of Salem at the intersections of North River Road with the following streets:- Manbrin Drive, Cummings Lane and Dearborn Avenue.....(at M.P.'s 3.1, 3.24, & 3.3 respectively.

PROPOSED WORK:
Install traffic x control lights.

NOTED
H. S. COX

PROJECT LENGTH: xxxx

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$65,000	$39,000	$13,000	$13,000	--------

EXISTING FACILITIES: Standard state highway department "stop" and "directional", signs.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END:

O-11 oil mat wearing surface, 4-11' lanes with 1' median with curbs.

SOUTH/~~WEST~~ END:

PROJECT DATA: Install traffic control signals at the intersections of North River Road with the following streets:- Manbrin Drive, Cummings Lane, and Dearborn Avenue.

RIGHT-OF-WAY: 60 foot
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: none

Scheduled for
7-7-67 Letting

SYSTEM ACTION completed
PUBLIC HEARING: ~~xx~~ held

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: S-45(4)

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

To D. Chase 7/25/67

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON
EXECUTIVE SECRETARY
BRUCE PROSSER

TELEPHONE 364-4401

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON

RECEIVED
JUN 5 1967
ENGINEER
COUNTY & CITY DIVISION

June 2, 1967

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Robert H. Prange
Field Engineer

Subject: Traffic Signals - Marion County
North River Road, FAS 159

Dear Sir:

Pursuant to your letter of May 1, 1967, the Board of County Commissioners has caused to be published a notice of the proposed plan for signalization of North River Road in the Keizer area. Attached hereto are affidavits of publication from the Capital Journal, Oregon Statesman and the Keizer News.

The deadline for requests from the public for a hearing was May 26, 1967. As of the close of publication on that date there have been no requests from any interested citizens for a public hearing regarding this project.

It is this reason that the Board of County Commissioners has not felt it necessary to hold a public hearing.

Very truly yours,

Pat McCarthy

Pat McCarthy
Chairman

PM:jl

NOTED
R. H. PRANGE

FAS 159
Marion Co
Signals

FORM E-30X—50M—7-66 SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1967

SUBJECT: Traffic Signal Installation
North River Road
Marion County

To: Memo to File

This morning I discussed with Bob Prange the matter of the traffic signal system on North River Road in Marion County. Mr. Prange had been in touch with Marion County officials.

It is the desire of the County that traffic signals be installed at the Manbrin, Cummings and Dearborn intersections and that the signals at these intersections be tied in with the existing signals at the Chemawa Road intersection.

Although there is a possibility that left-turn refuges will be provided at the Manbrin intersection in the future, we will signalize on the basis on the present geometries at this time.

Based upon the above, we will proceed with the preparation of plans and specifications.

Val Johnson
Val Johnson
Traffic Control Engineer

VPJ:hm

cc: R. H. Prange — Co - City
W. R. Zirbes

RECEIVED
JUN 5 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

5-22-67

FILED
MARION COUNTY, OREGON

1967 MAY 26 PM 4 07

T. HAROLD TOMLINSON
COUNTY CLERK
BY Mj DEPUTY

NOTICE OF PROPOSED PLANS FOR CONSTRUCTING SIGNALIZATION ALONG NORTH RIVER ROAD IN KEIZER AREA

Notice is hereby given that the the Marion County Board of Commissioners and the Oregon State Highway Commission have proposed plans for constructing the Chemawa Road - Salem Signalization Section of FAS Route No. 150, lying within the Community of Keizer in Marion County, Oregon.

The proposed project will basically involve traffic signal installations on North River Road at Manbrin Drive N., Cherry Avenue N.E., Cummings Lane N., and Dearborn Avenue N.

This Notice is given in compliance with Federal regulations and State Statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to request a hearing on the proposed project. If any interested person desires such a hearing, a request for a hearing should be directed to the Board of Commissioners on or before May 26, 1967.

MARION COUNTY BOARD OF COMMISSIONERS
OS May 15, 22, 1967

Affidavit of Publication

STATE OF OREGON,
County of Marion, } ss.

I, Robert Sprague, being first duly sworn, depose and say that I am the ~~editor, publisher, manager~~, advertising manager, ~~principal clerk~~ of THE OREGON STATESMAN, a newspaper of general circulation as defined by sections 193.010 to 193.110, Oregon Revised Statutes; printed and published at Salem in the aforesaid county and state; that the Notice, a printed copy of which is hereby annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues: May 15,22, 1967

Robert Sprague

Subscribed and sworn to before me this 22nd day of May, 1967

Notary Public for Oregon

My commission expires 12/12/69

FILED
MARION COUNTY, OREGON

1967 MAY 18 PM 2 33

T. HAROLD TOMLINSON
COUNTY CLERK
BY Mj DEPUTY

AFFIDAVIT OF PUBLICATION

STATE OF OREGON
County of Marion. } ss.

I, Clarence Zaitz, being first duly sworn, on oath depose and say: That I am the editor, publisher, manager, advertising manager, printer of THE KEIZER NEWS, a newspaper of general circulation, as defined by Sections 193.010 to 193.110, Oregon Revised Statutes, printed and published at Salem, in the aforesaid county and state, and that the

Notice of proposed plans

of which a printed copy is hereto annexed, was published once a week in the entire issue of said newspaper for two successive and consecutive weeks in the following issues:

May 11 & May 18, 1967

Clarence Zaitz

Subscribed and sworn to before me this 17Th day of May, 1967

R. M. Nockleby
Notary Public for Oregon

My commission expires 4-27-71

[illegible]
FOR CONSTRUCTING SIGNALIZATION ALONG NORTH RIVER ROAD IN KEIZER AREA

Notice is hereby given that the Marion County Board of Commissioners and the Oregon State Highway Commission have proposed plans for constructing the Chemawa Road - Salem Signalization Section of FAS Route No. 15[illegible], lying within the Community of Keizer in Marion County, Oregon.

The proposed project will basically involve traffic signal installations on North River Road at Manbrin Drive N., Cherry Avenue N.E., Cummings Lane N., and Dearborn Avenue N.

This Notice is given in compliance with Federal regulations and State Statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to request a hearing on the proposed project. If any interested person desires such a hearing, a request for a hearing should be directed to the Board of Commissioners on or before May [illegible], 1967.

MARION COUNTY BOARD
[illegible]

FORM 8A23X 50M 7-60

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

S-45(5)
7095

NOTED

May 1, 1967

Mr. John A. Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Traffic Signals
North River Road, FAS 159
Marion County

Dear Sir:

In compliance with State statutes and Federal regulations the public must be afforded the opportunity for a public hearing regarding a federal-aid project when such project involves the by-passing or going through any city, town, or village such as the proposed signalization project on North River Road, FAS 159. In giving the public an ample opportunity for a public hearing the following steps should be taken:

1. Notice to interested persons should appear in the proper news media in the area. (We suggest the CAPITOL JOURNAL, OREGON STATESMAN, and KEIZER NEWS as the proper media of general circulation.)

2. Said notice should appear for one day's publication in two successive weeks as per the attached examples.

3. A deadline date should be set for receiving requests from interested persons for a public hearing.

4. In the event requests are received, the County should hold a public hearing and forward to County and City Division of the State Highway Department copies of all correspondence, news items with affidavit of publication, and hearing minutes.

5. In the event no requests are received and no hearing held, copies of all correspondence and news items should be forwarded to County and City Division, State Highway Department, together with a statement of why a public hearing was not held.

6. All hearing procedures should be completed and copies of hearing items furnished to the State at least six weeks prior to the bid letting date.

If any questions arise on this or any other matter pertaining to the proposed project, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

R H Prange

By: Robert H. Prange
Field Engineer

RHP:mr
Att.

bc: F. B. Klaboe ✓
Victor Wolfe
L. H. Young
F. D. Morgan
R. N. Chase

RECEIVED
MAY 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

(Form prepared 6/1/66)

____
date

____
____________________, Oregon

____
____________________, Oregon

Attention: Classified Ads Department

Gentlemen:

Attached is the Marion County Board of Commissioners' notice to interested people in the Community of Keizer in Marion County, Oregon, pertaining to the proposed plans for constructing the Chemawa Road - Salem Signalization Section of FAS Route No. 159 lying with in the Community of Keizer The route of the proposed project is approximately as shown on the attached exhibit map.

Please run this notice as a paid advertisement in your classified section under "Legal Notices" on ________, __________, 19__, and on ________, __________, 19__. Please submit your billing to this office in the Marion County Courthouse, Salem, Oregon, and attach a copy of an affidavit of publication or a tear sheet for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, we will be glad to advise you if you will telephone us at the courthouse.

Very truly yours,

Marion COUNTY Board of Commissioners

By______________________________

____

____

Attachments: Map & Notice

cc: County Engineer
County Clerk

(Form prepared 6/1/66)

NOTICE

Notice is hereby given that the Marion County Board of Commissioners and the Oregon State Highway Commission have proposed plans for constructing the Chemawa Road- Salem Signalization Section of FAS Route No. 159 lying within the community of Keizer, in Marion County, Oregon.

The proposed project will basically involve traffic signal installations on N. River Road at Manbrin Dr., Cherry Ave., Cummings Ln., & Dearborn Ave. ~~and will be approximately ______ miles in length.~~

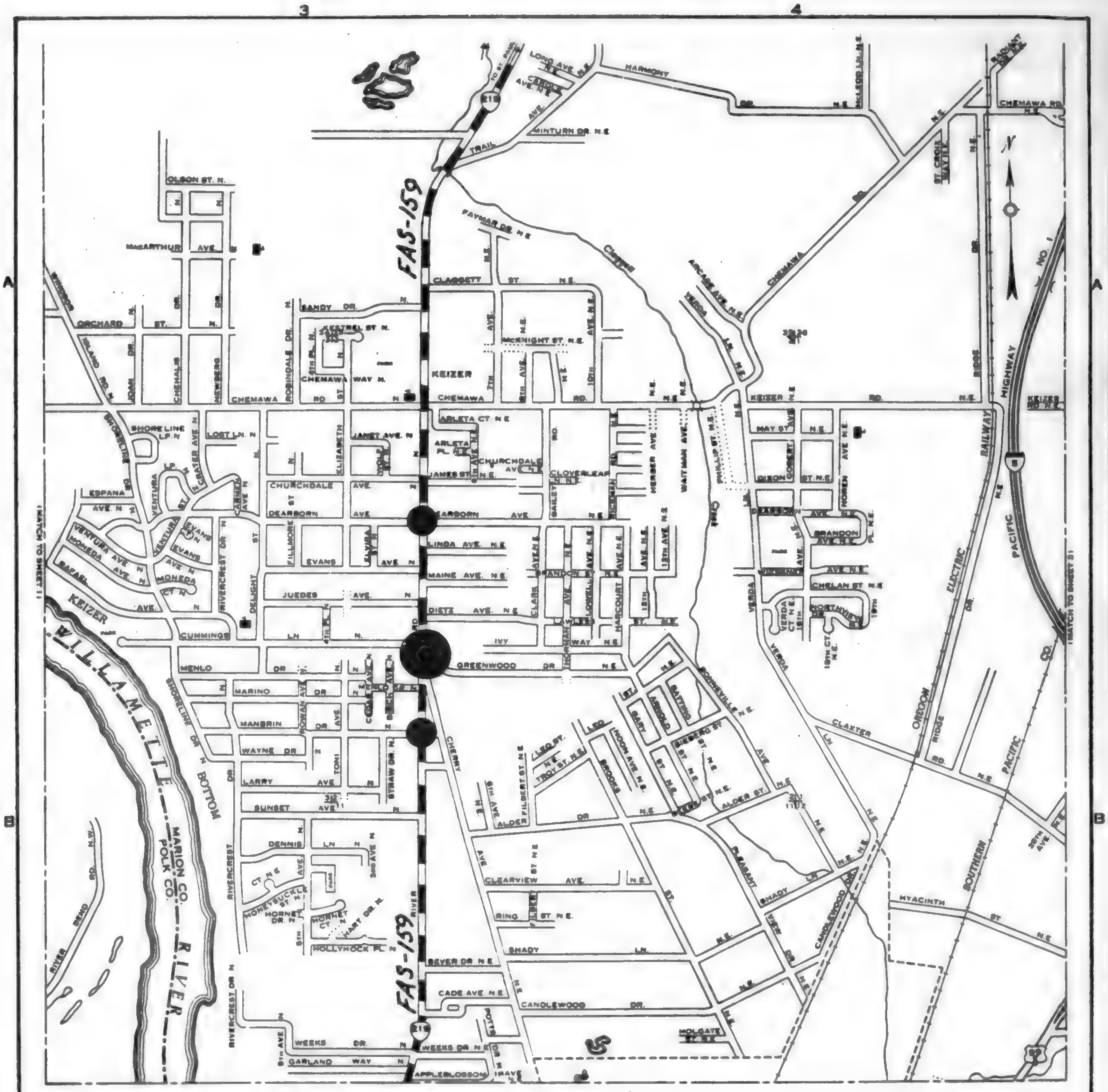
This notice is given in compliance with federal regulations and state statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to request a hearing on the proposed project. If any interested person desires such a hearing, a request for a hearing should be directed to the Board of Commissioners on or before ________, __________, 19__.

Marion COUNTY Board of Commissioners

____
date

______________________________, ____________, Oregon

______________________________, ____________, Oregon



FAS ROUTE 159

● PROPOSED TRAFFIC SIGNAL LOCATIONS

[illegible]

MARION COUNTY
PROPOSED PROJECT (1967 FUNDS)

✓FAS 159, North River Road, Chemawa Road-Salem Section. Traffic control lights, reconstruct approaches of Cherry Avenue. $75,000.00.

County to do survey and get right of way. Cherry Avenue approach to North River Road to be at right angles, install 3 traffic control lights on North River Road at the intersections with the following streets: Dearborn Ave., Cummings Lane, and at Manbrin Drive.

HIWAY COMMISSION
APPROVED ON APR 25 1967
~~APR 25 1967~~

67-c
4/4/67

FAS-C PROJECT REQUEST
UNIFORM TRAFFIC CONTROL DEVICES

NAME OF COUNTY MARION

FAS NO. 159 (Use separate sheet for each FAS route)

COUNTY ROAD NAME North River Road

NAME OF SECTION Chemawa Road - Salem Section

MILE POINT ______ TO MILE POINT ______

TYPE OF PROJECT:

Signs ______; Signals x *; Pavement Markings ______; Islands ______;

Refuges ______; Revise existing Facilities ______; R.R. Crossings ______;

Other Reconstruct Cherry Avenue approach

WILL TRAFFIC CONTROL INVENTORY SURVEY BE MADE BY COUNTY ______; STATE ______;

NOTE: It will be necessary to conduct a traffic control device inventory within the limits of the proposed project to determine type of installations required to comply with the manual on uniform devices.

DATE: March 27, 1967

*North River Road and Manbrin Drive.
North River Road & Cherry Ave - Cummings Lane.
North River Road & Dearborn Ave.

COUNTY COURT OR BOARD OF COMMISSIONERS:

Pat McCarthy
Commissioner

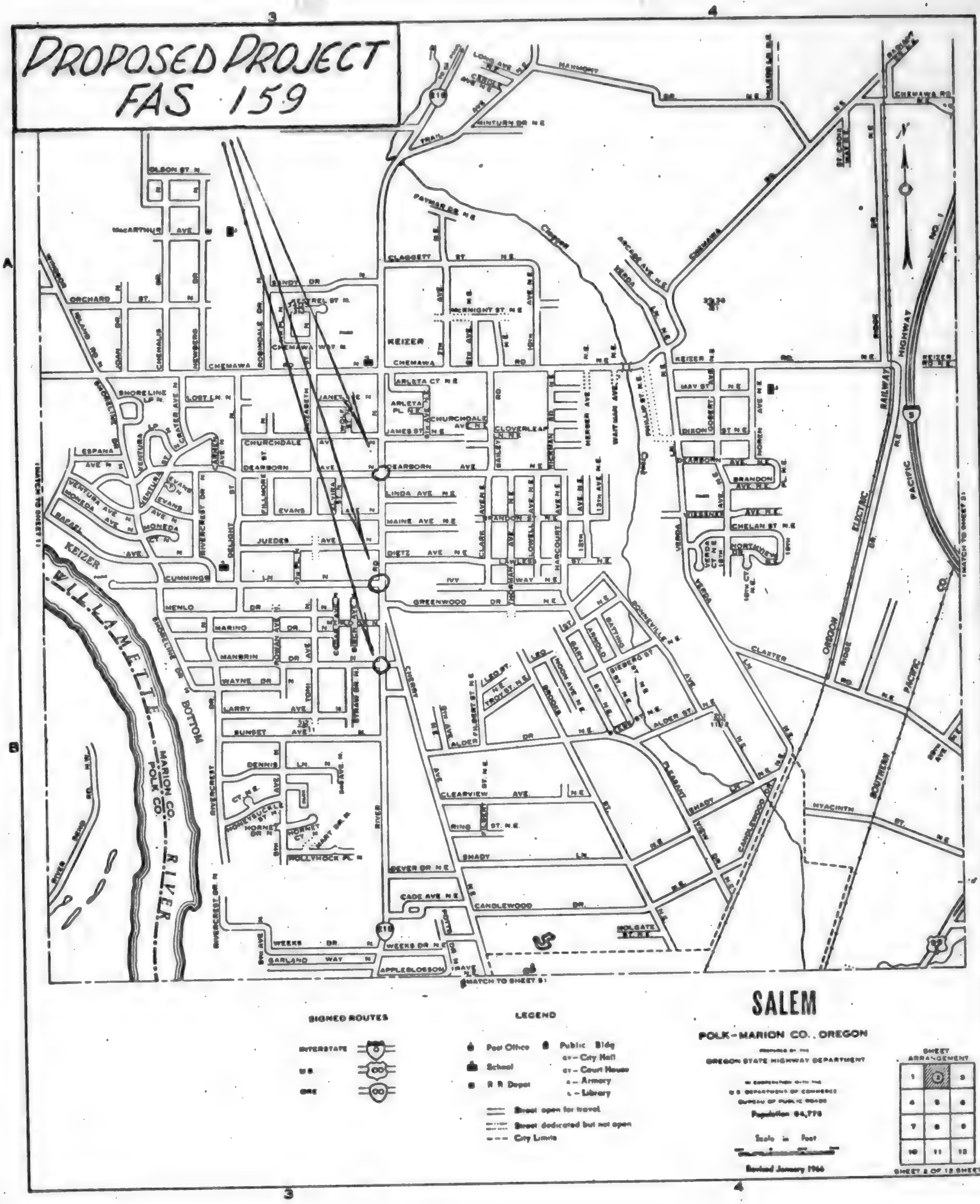
Harry Carson Jr.
Commissioner

Henry L. Mattson
Commissioner

County Engineer or Roadmaster

RECEIVED
MAR 30 1967
ENGINEER
COUNTY & CITY DIVISION

PROPOSED PROJECT
FAS 159



SALEM

POLK-MARION CO., OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 64,776

Scale in Feet

Revised January 1966

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

SHEET ARRANGEMENT

1	2	3
4	5	6
7	8	9
10	11	12

SHEET 2 OF 12 SHEETS

FAS-C PROJECT REQUEST
UNIFORM TRAFFIC CONTROL DEVICES

NAME OF COUNTY MARION

FAS NO. 159 (Use separate sheet for each FAS route)

COUNTY ROAD NAME North River Road

NAME OF SECTION Chemawa Road - Salem Section

MILE POINT _____ TO MILE POINT _____

TYPE OF PROJECT:

Signs _____; Signals x * ; Pavement Markings _____; Islands _____;

Refuges _____; Revise existing Facilities _____; R.R. Crossings _____;

Other Reconstruct Cherry Avenue approach.

WILL TRAFFIC CONTROL INVENTORY SURVEY BE MADE BY COUNTY _____; STATE _____;

NOTE: It will be necessary to conduct a traffic control device inventory within the limits of the proposed project to determine type of installations required to comply with the manual on uniform devices.

DATE: March 27, 1967

COUNTY COURT OR BOARD OF COMMISSIONERS:

Pat McCarthy
Commissioner

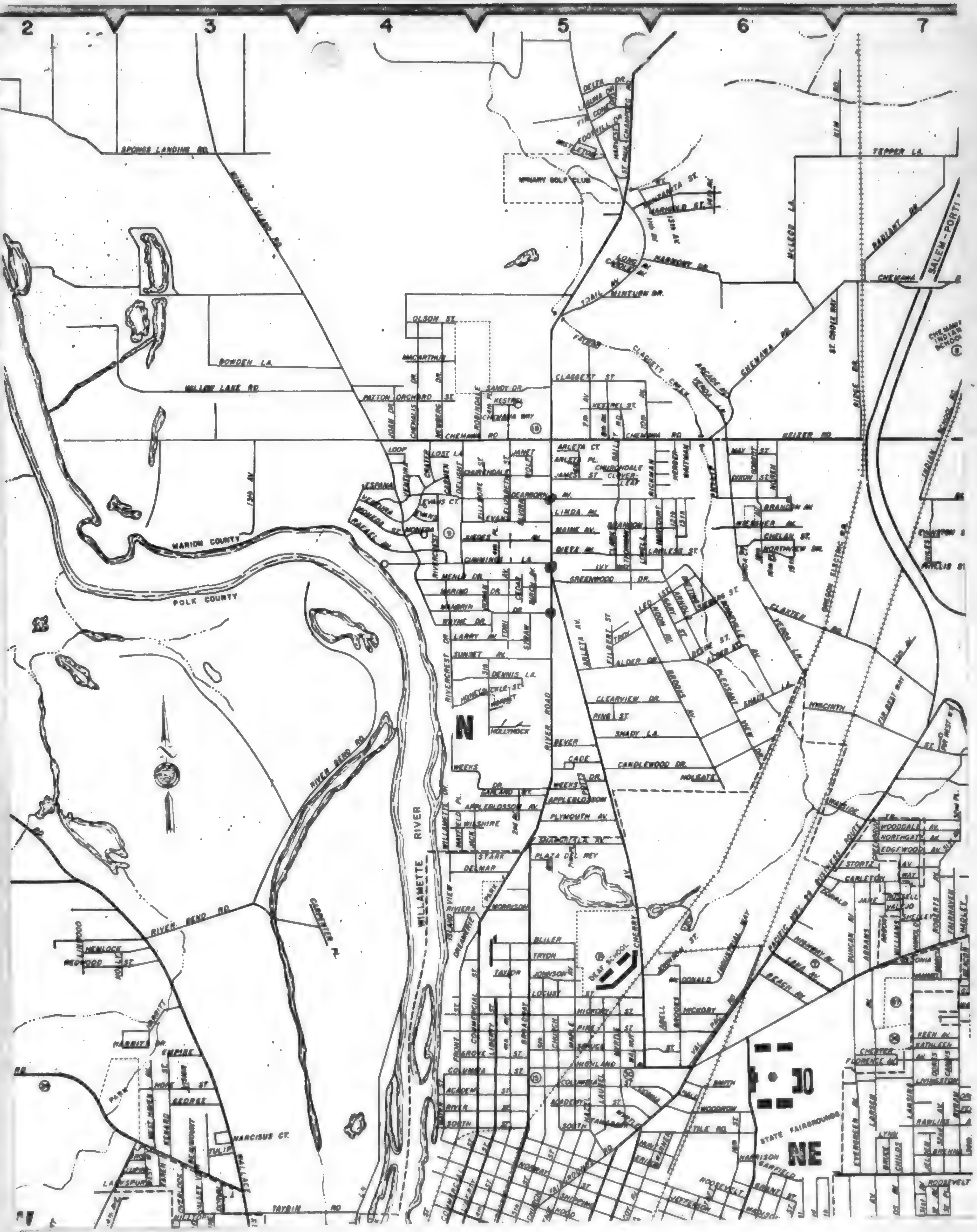
Harry Carson Jr
Commissioner

Henry L Mattson
Commissioner

John [illegible]
County Engineer or Roadmaster

*North River Road and Manbrin Drive.
North River Road & Cherry Ave - Cummings Lane.
North River Road & Dearborn Ave.

RECEIVED
MAR 30 1967
ENGINEER
COUNTY & CITY DIVISION


2
3
4
5
6
7
SPONGS LANDING RD.
WINDSOR ISLAND RD.
DELTA DR.
LAGUNA DR.
FIR CONE DR.
FOOTHILL DR.
MISTLETOE
SALEM GOLF CLUB
TEPPER LA.
McLEOD LA.
RADIANT DR.
SALEM-PORTLAND
CHEMAWA
CHEMAWA INDIAN SCHOOL
LONG CASCADE PL.
TRAIL AV.
HARMONY DR.
VINTURN DR.
OLSON ST.
MACARTHUR
BOWDEN LA.
WILLOW LAKE RD.
PATTON ORCHARD ST.
SANDY DR.
KESTREL
CHEMAWA WAY
CLAGGETT ST.
CLAGGETT CREEK
CHEMAWA DR.
ST. CROIX WAY
KEIZER RD.
INDIAN SCHOOL RD.
CHEMAWA RD.
LOOP
LOST LA.
JANET
ARLETA CT.
ARLETA PL.
JAMES ST.
CHURCHDALE
CLOVERLEAF
MAY ST.
DIXON ST.
ESPANA
EVANS CT.
DEARBORN AV.
LINDA AV.
MAINE AV.
BRANDON AV.
WEBSTER AV.
CHELAN ST.
NORTHVIEW DR.
CLINTON ST.
WILLIS ST.
RAFAEL AV.
MARION COUNTY
POLK COUNTY
DIETZ AV.
LAWLESS ST.
CUMMINGS LA.
IVY
GREENWOOD DR.
MENLO DR.
MARINO
MANBRIN DR.
WAYNE DR.
LARRY AV.
SUNSET AV.
RIVERCREST DR.
DENNIS LA.
HONEYSUCKLE ST.
HOLLYHOCK
N
ARLETA AV.
FILBERT ST.
TROY
ALDER DR.
CLAXTER
VERDA LN.
OREGON ELECTRIC RR.
PLEASANT VIEW
SHADY LA.
HYACINTH
CLEARVIEW DR.
PINE ST.
RIVER ROAD
BEVER
CADE
CANDLEWOOD DR.
HOLGATE
WEEKS
WEEKS DR.
GARLAND ST.
APPLEBLOSSOM AV.
APPLEBLOSSOM
PLYMOUTH AV.
WILSHIRE
STARK
DELMAR
PLAZA DEL REY
RIVER BEND RD.
CARPENTER PL.
WILLAMETTE RIVER
RIVIERA
MORRISON
ISLAND VIEW
HEMLOCK
REDWOOD ST.
BILLER
TRYON
TAYLOR
JOHNSON
LOCUST
DEAF SCHOOL
CHERRY AV.
McDONALD
HICKORY
PINE ST.
SPRUCE
HIGHLAND
COLUMBIA ST.
ACADEMY ST.
RIVER ST.
SOUTH
GROVE
LIBERTY
COMMERCIAL
FRONT
BROADWAY
CHURCH
LAUREL
MAPLE
NORWAY
FAIRGROUNDS
SHIPPING
HOOD
JEFFERSON
ROOSEVELT
GRANT ST.
MADISON
HARRISON
GARFIELD
STATE FAIRGROUNDS
NE
SMITH
WOODROW
TILE RD.
PACIFIC HWY. 99 BUSINESS ROUTE
INDUSTRIAL WAY
SILVERTON RD.
WOODDALE AV.
NORTHGATE AV.
EDGEWOOD AV.
STORTZ AV.
CARLETON WAY
JANE
VALLEJO
SHELTON
FAIRHAVEN
DUNCAN
ABRAMS
LANA AV.
BEACH AV.
SONOMA
HEEN AV.
KATHLEEN
CHESTER
FLORENCE AV.
LIVINGSTON
RAWLINS
LYNN
BRENNA
EVERGREEN AV.
LARSEN
LANSING
BRICE
CHILDS
ROOSEVELT
MARIETTA
HARRITT
HARRITT DR.
EMPIRE
PARK
HOOK
GEORGE
NARCISSUS CT.
TULIP
LARKSPUR
HILLTOP
TAYBIN RD.

I-405-8(18) Willamette R.-NW Johnson 1967
303 Sec. on Stadium Frwy. in Port.
#7096 (Storm sewer & Bldg. Demol.)

RR-651
SR-644

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
MAR [illegible] 1969
FOR FILING

I-405-8(18)31-3 Edwards
7026

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 6, 1969

In reply refer to: 08-35.7
X I-405-8(1)301

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7509

RECEIVED
MAR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
File 35105 - Spokane, Portland and Seattle Railway Co.
(Our March 4 and April 1, 1968 memoranda and Mr. Jack Sollis' March 26, 1968 and February 21, 1969 replies)

Our March 4, 1968 memorandum approved acquisition of aerial easements across property of the above company provided four requirements were met. Mr. Sollis' March 26, 1968 letter provided information which satisfied requirements 1, 2 and 3.

Requirement No. 4 called for a three dimensional description. The deed and easement document submitted with Mr. Sollis' February 21 letter includes wording in numbered Paragraph 3 of Page 3 of the deed and easement which provides a three dimensional description. In order to provide protection to the bridge arches which descend to the ground in this vicinity we think the language should be revised as follows: ". . . . any object to come within 15 feet of the bottom of the deck or arch of the bridge . . . ." Otherwise the document fulfills our requirements.

Please send us a copy of the revised deed and easement.

[illegible]

Copy [illegible]

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 1[illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
IVAN D. MERCHANT

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1968
FOR FILE

I-405-8(18)323

7096

August 20, 1968

American Insurance Company
P. O. Box 3825
Portland, Oregon 97208

Gentlemen:

A post-final payment for $276.35 will be made to Salem Sand and Gravel Company on Contract No. 7096 for storm sewer and building demolition on the Willamette River-N.W. Johnson Street Section of the Stadium Freeway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $355,122.46, including the post-final payment. Of the total, $3,235.11 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Salem Sand and Gravel Company
P. O. Box 2207
Salem, Oregon 97308

Potts-Davis & Company
651 High Street, N.E.
Salem, Oregon 97301

C. H. Maison
Attn: John Herr

RECEIVED
AUG 16 1968
FOR FILING

I-465-3(1)363

2116

August 16, 1968

American Insurance Company
P. O. Box 3825
Portland, Oregon 97208

Gentlemen:

[illegible] awarded to Salem Sand and Gravel Company [illegible] and building demolition on the [illegible]. Johnson Street Section of the Stadium [illegible] County was completed on June 17, 1968, [illegible] Highway Commission on August 15, 1968.

[illegible] the amount of $17,819.48 will be [illegible]ctor after August 23, 1968. The total [illegible],846.11 including $3,235.11 for work [illegible] account.

[illegible] for labor or material have been filed with

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible] Salem Sand and Gravel Company
P. O. Box 2207
Salem, Oregon 97308

Potts-Davis & Company
651 High Street, N.E.
Salem, Oregon 97301

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 16 1968

FOR FILING

I-405-8(18)303

7096

August 16, 1968

American Insurance Company
P. O. Box 3825
Portland, Oregon 97208

Gentlemen:

Contract No. 7096 awarded to Salem Sand and Gravel Company for storm sewer and building demolition on the Willamette River-N. W. Johnson Street Section of the Stadium Freeway in Multnomah County was completed on June 17, 1968, and accepted by the Highway Commission on August 15, 1968.

Final payment in the amount of $17,819.48 will be released to the contractor after August 23, 1968. The total contract amount is $354,846.11 including $3,235.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Salem Sand and Gravel Company
P. O. Box 2207
Salem, Oregon 97308

Potts-Davis & Company
651 High Street, N.E.
Salem, Oregon 97301

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 16 1968
FOR FILING

I 405-8(10)303
7096

August 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 17, 1968, on Contract No. 7096. The contract was with Salem Sand and Gravel Company and was for storm sewer and building demolition on the Willamette River-N.W. Johnson Street Section of the Stadium Freeway in Multnomah.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 15, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

RECEIVED
JUL 2 6 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
xxxxxxxxxxxxxxxxxxxxxxx
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
Thaddeus Bruno, Member
Portland

I-405-8(18)303
7096

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOF

June 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7096
Prefix 626-1085
FAP I-405-8(18)303

Dear Sir:

All work under Contract No. 7096, Willamette River - N. W. Johnson St. Section of the Stadium Freeway in Multnomah County, was completed on June 17, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date June 17, 1968

Conditions noted on above date:

NONE
WWB

B R Brooks
For R.E. Simpson
Division Engineer

RECEIVED
JUL 2 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

VG:jg
cc: Forrest Cooper
L.H. Young

JUN 26 1968

FILING

BUREAU OF PUBLIC ROADS

6-25-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-405-8(18)303

SECTION: WILLAMETTE RIVER - N.W. JOHNSON

WORK: TELEPHONE CABLE RELOCATION-PACIFIC NW BELL

COUNTY: MULTNOMAH

TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-405-8(18)303 KLABOE
7096

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZED: JUNE 25, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ OTHER (SPECIFY).

☒ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

OUR NOVEMBER 24, 1967 MEMORANDUM AUTHORIZED YOU TO PROCEED WITH THIS UTILITY ADJUSTMENT ON AN AGREED LUMP SUM BASIS OF $1,300.00 SUBJECT TO OUR RECEIPT OF AN ITEMIZED ESTIMATE OF THE CONTRACT PORTION OF THE WORK.

THIS REQUIREMENT IS ACKNOWLEDGED BY MR. LITCHFIELD'S JUNE 18, 1968 LETTER AND YOU ARE NOW AUTHORIZED TO PROCEED WITH THE ACTUAL REIMBURSEMENT EFFECTIVE TODAY.

NOTED
F.B. KLABOE

OFFICE USE

6-25-68

REFERRED TO
Young - Litchfield - Mason
ASST. STATE HWY. ENGR

DATE: JUNE 25, 2968

SIGNATURE OF APPROVING OFFICIAL: Glen L Green For

TITLE: R. E. SIMPSON
DIVISION ENGINEER

I-405-8(18)303
7096

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River - N.W. Johnson St.

WEEK ENDING: June 22, 1968

SECTION PREFIX: 626-1085

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

NAME OF JOB: Willamette Riv.-NW Johnson St.

KIND OF WORK: Storm Sewer and Building Demolition

CONTRACTOR: Salem Sand and Gravel Co.

CONTRACT NUMBER: 7096

FEDERAL AID PROJECT NUMBER: I-405-8(18)303

DATE OF CONTRACT: October 2, 1967

DATE WORK STARTED: October 27,1967

ESTIMATED COMPLETION DATE: June 17,1968

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150 300

WORK DAYS USED

CALENDAR DAYS USED 150 242

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100% 80%

PROJECT AUTHORIZATION: $ 421,051.93

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 390,181.57

ENGINEERING AUTHORIZATION $ 29,870.36

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 357,934.75

ENGINEERING COST TO DATE $ 28,553.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: June 17,1968

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.3 %

PERCENT OF AUTHORIZATION 96 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Warehouse Demolition	Remodel Warehouse
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED (a)	(b)	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	1	0	
MONDAY	Fair	0	1	0	
TUESDAY	Fair	0	0	0	
WEDNESDAY	Showers	0	0	0	
THURSDAY	Fair	0	0	0	
FRIDAY	Cloudy	0	0	0	
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Finished blading on this project today. This completes this project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed Monday June 17,1968 and inspection by the Metro office will be made the first part of next week.

cc Const (2)
BPR
Metro
Files

SIGNED James Dean LOCATION Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

UNITED STATES GOVERNMENT

Memorandum

I-405-8(19)303
7096

McKinney

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 15, 1968

In reply refer to: 08-35.7/410.91

TO : Mr. Forrest Cooper, State Highway Engineer
Salem,,Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
File 35105, SP&S Railroad

Please refer to Assistant Counsel Frank C. McKinney's letter of April 9, 1968 requesting our review and prior approval of your appraisal background prior to making an offer to the Railroad.

The State's review appraisal dated March 26, 1968 indicates that the market value of the acquisition is $48,200 covering three parcels of land containing 66,660 square feet. Based upon the additional information submitted with the review appraisal we will approve Federal participation in a right of way settlement that does not substantially exceed the review appraisal.

A review of the appraisals covering this file indicates numerous revisions. The property was originally appraised in 1964 and there are so many revisions that it is extremely difficult to follow the documentation and support contained for the value estimates. Due to the necessity to acquire the right of way for the Fremont Bridge we are not requiring that the appraisers compile all the data in one new revised appraisal; however, we would recommend that if this file goes to condemnation that the appraisal data be placed in one new revised appraisal.

We recognize it is a matter of judgment when to compile all the data in one new revised appraisal; however, we would suggest that this procedure be followed more often by your appraisal section when numerous revisions occur and the appraisal involves a major acquisition similar to the subject property.

orig to McKinney
4-17-68
copies to
Morgan
Young
4-18-68

RECEIVED
APR 17 1968

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 3 -

UNITED STATES GOVERNMENT

FOR FILE

~~*Memorandum*~~

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 1, 1968

In reply refer to: 08-35.7

I-405-8(18)303

TO 7096 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
File 35105, SP&S Railroad and File 35106, Portland Terminal Railroad

Please refer to Staff Attorney Jack L. Sollis' letter of March 26, 1968 which requested whether or not the attached map exhibit would take care of requirements 1, 2 and 3 of our March 4, 1968 letter.

The map fulfills requirement no. 3 by depicting all lines, distances, bearings, etc. indicated in the right of way descriptions. Requirement no. 2 will be fulfilled by making the right of way maps a part of the easement agreement by reference.

Requirement no. 1 calls for an insertion of a clause in the instrument of conveyance which would assure that the piers and abutments of the highway structure would be protected. It is our understanding that the bridge pier which is on File 35105(1) will be protected by a wall in accordance with the plan for Pier 1W as outlined in Oregon State Highway Department Drawing 23663 dated December 8, 1967. This drawing is in conjunction with Oregon Project I-405-8(16)303. This wall will adequately protect the pier and fulfills requirement no. 1.

Enclosure
Maps

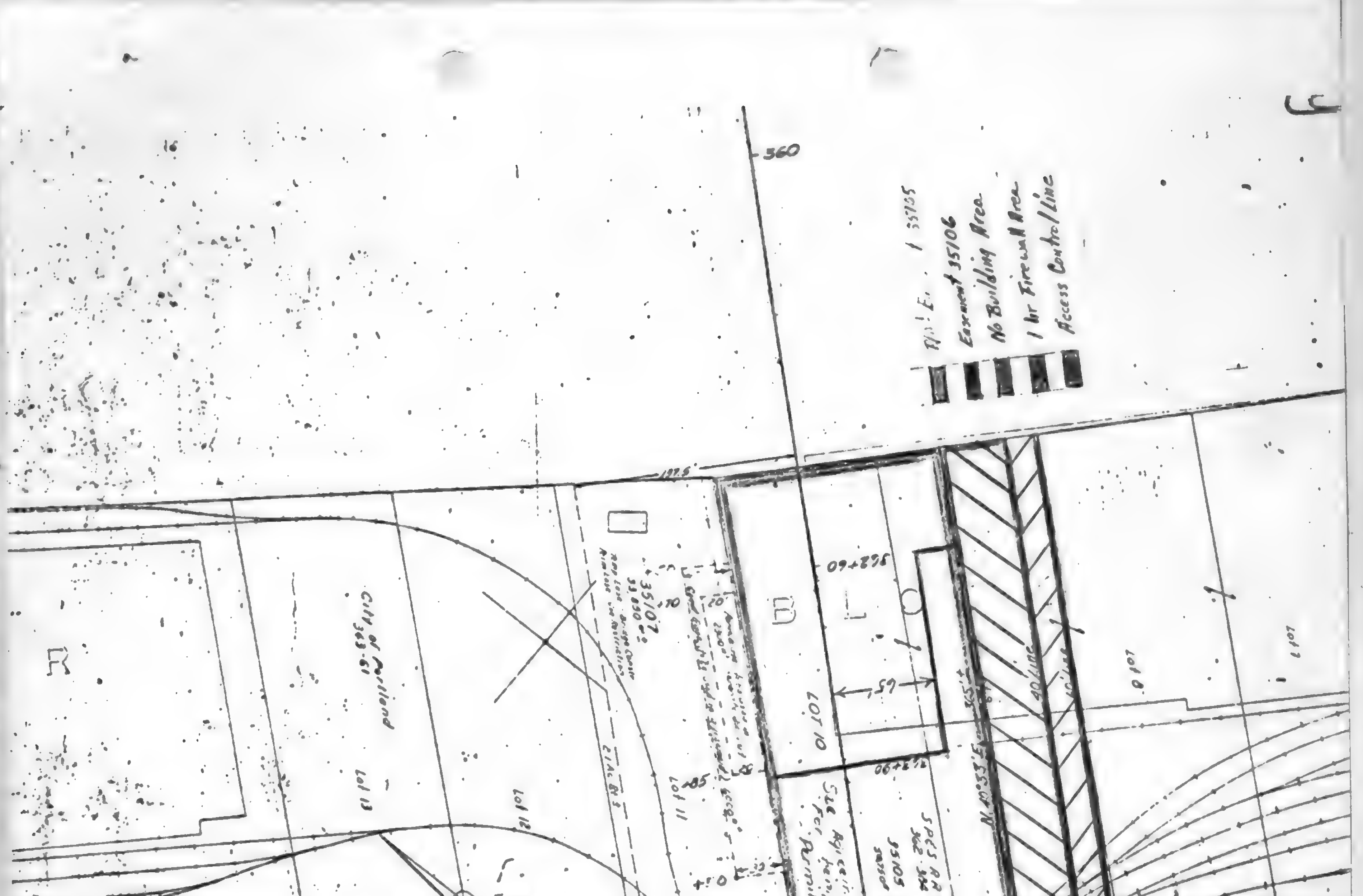
REFERRED TO
BY ASST. STATE HWY. ENGR.

copy to Young

4-3-68

RECEIVED
APR - 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN


360
Ded. E. / 35135
Easement 35106
No Building Area
1 hr Firewall Area
Access Control line
B L O C
R
W A T S O N S   A D D
City of Portland
Lot 10
Lot 11
Lot 12
Lot 13
362+60
362+90
35107
See Agreement for temporary permit
SP&S RR Co
35105
365
FRONT
MN
17
16
14
13
18
NW FB 368+00.00 POT
SP&S RR Co
90' line

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-405-X(19)303
-1096

Salem, Oregon
March 25, 1968

RAILROAD COMPANIES
FILE No. 647

To: Mr. Floyd Query, Secretary
State Highway Commission
Building

SUBJECT: Files: R-35105 & R-35106
Property Transfer Agreement
Portland Terminal Railroad Col
Spokane, Portland & Seattle
Railway Company
Fremont Bridge
Multnomah County

Attached hereto please find one copy of the above-subject agreement. The fully executed triplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Attachment

cc:	Ivan D. Merchant	(1)
	F. B. Klaboe	(1)
	F. D. Morgan	(2)
	E. S. Hunter	(1)
	A. E. Johnson	(2)
	R. N. Chase	(3)
	C. H. Maison	(1)
	E. F. Saling	(1)
	T. W. Litchfield	(1)

3-28
noted in
agreement book

NOTED
FLOYD QUERY

FORM E-80 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1968

RAILROAD COMPANIES
FILE No. 657

SUBJECT: File R-35106
Permit of Entry &
Construction Agreement
Portland Terminal Railroad Co.
Fremont Bridge Section
Stadium Freeway
Multnomah County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Attached hereto please find one copy of the above-subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Attachment

cc:	Ivan D. Merchant	(1)
	F. B. Klaboe	(1)
	F. D. Morgan	(2)
	E. S. Hunter	(1)
	A. E. Johnson	(2)
	R. N. Chase	(3)
	C. H. Maison	(1)
	E. F. Saling	(1)
	T. W. Litchfield	(1)

3-28 noted in agreement book

NOTED
FLOYD QUERY

Form E-208—6M

STATE COPY

NOV 23 1967

Dist. Engineer

U.S. Bureau of [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Willamette River-N.W. Johnson Street	Date	March 19, 1968
Highway	Stadium Freeway	Contract No.	7096
County	Multnomah	Prefix	626-1085
Contractor	Salem Sand & Gravel Co.	F. A. Project No.	I-405-8(18)303
Address	1375 Front St., N.E., Salem, Oregon	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Columbia Basins Terminal Dolphin Platform and walk as per attached plans.

1. Maximum equipment rental rates allowable as per AGC-State Agreement.
2. Percent allowed the contractor in accordance with the executed contract for this project.

NOTED
F. B. KLABOE

Location by station numbers:

Attached to the northerly end of the Columbia Basin Terminal Warehouse.
Approx. 140' left of FB 362 to FB 363+85.

Estimate of quantities and cost:

Labor	$ 750.00
Materials	460.00
Equipment	290.00
	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Construct walk and build dolphin platform at the northerly end of the revised SP & S Co. warehouse building. Construction of this facility as per agreement between the Oregon State Highway Department and the City of Portland Commission of Public Docks. Work has not been started. Standard Specifications to apply. Construction will not come under the 150 calendar day completion for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 420,051.93
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 407,988.06
Expected under-run amount	$ 13,563.87
Expected under-run per cent	3.22

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ L. H. Young
~~Assistant State Highway Engineer~~

Young 4-5-68

SP*6201-734

UNITED STATES GOVERNMENT

Memorandum

Mr. Sollis

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: March 4, 1968

In reply refer to: 08-35.7

I-405-8(18)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7096

FROM : G. R. Brooks, Asst Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section - Stadium Freeway
File R-35106, Northern Pacific Terminal Co. and File R-35105,
Spokane, Portland and Seattle Railway Co.
Air Easements
(Mr. Jack L. Sollis' October 26, 1967 letter)

Your request to acquire aerial easements across property of the above two companies has been reviewed and we hereby approve acquisition of the easements.

Approval is subject to the following requirements:

1. Insertion of a clause in the instrument of conveyance which will assure that piers and abutments of the highway structure will be protected.

2. The right of way maps will be made a part of the easement agreements by reference.

3. All lines, distances, bearings, etc. called in the descriptions will be shown on the maps.

4. The descriptions of the aerial easements will be three dimensional to include upper and lower limits.

With regard to Item 4, it is suggested that members of our staffs meet to determine what would be suitable elevations to include in the descriptions.

When action has been taken on the above items please advise us in order that we may complete our review.

Copy to
Sollis files ✓
Gen. files
3/7 to Young

RECEIVED
MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1 - 1968
FOR FILING

I-405-8(11) 363

7096

February 29, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 5 meeting agreements with the Portland Terminal Railroad Company and with the Portland Terminal Railroad Company and the Spokane, Portland & Seattle Railway Company providing for the construction of the west approach to the Fremont Bridge on the Stadium Freeway in Portland.

The construction agreement with the Portland Terminal Railroad Company provides for the State to relocate the existing grade crossing near 14th Street and Thurman Avenue and to reimburse the Railroad for the necessary track revisions and other track work required by the construction of the new grade crossing. It also requires the State to reimburse the Railroad for the removal of the existing grade crossing. The total estimated cost for this work is $21,076. This agreement further obligates the State to assist the Portland Terminal Railroad Company to obtain from the City the vacation of the existing grade crossing. The State must also acquire from the Spokane, Portland & Seattle Railway Company the portion of the existing grade crossing over which the Portland Terminal Railroad Company tracks now pass and convey this property to the Portland Terminal Railroad Company. The Portland Terminal Railroad Company will, for the consideration of $1 and this property, grant the State easements over its property for the bridge, the grade crossing, and the storm sewer (presently constructed).

The agreement with the Portland Terminal Railroad Company and the Spokane, Portland & Seattle Railway Company provides for the procedure required to acquire the Spokane, Portland & Seattle Railway Company property which must be conveyed to the Portland Terminal Railroad Company.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. R. Young
A. E. Johnson

TWL:ss jes

2-13-68

R MAR 6 1968
Wash DC

INTERMEDIATE CONSTRUCTION INSPECTION REPORT rc
(PPM 20-31)

I-405-8(18)303

REGION NO. 8	REPORT NO. *	COUNTY Multnomah	STATE Oregon
DATE OF INSPECTION 2-13-68 7096	INSPECTION MADE BY H. A. Schell, Area Engineer		PROJECT NO. I-405-8(18)303
IN COMPANY WITH J. Don, Res Engr, OSHD			
QUALITY OF WORK See below	PROGRESS OF WORK Satisfactory	TIME ELAPSED 39 %	WORK COMPLETED 61 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

WILLAMETTE RIVER - NW. JOHNSON SECTION
STADIUM FREEWAY
STORM SEWER AND BUILDING DEMOLITION

*Phase inspected: STORM SEWER INSTALLATION

Finding

The contractor is not attempting to compact the sand backfill immediately around the sides of the 42" sewer pipe at about Sta 376.

Recommendation

It is recommended that the State require the contractor to adapt his operation and obtain this compaction as per specification.

Finding

The State has only two density tests at approximately the same location on the east end of the project (Lt Sta 365) for the compaction around the 48" sewer. These are the only two density tests for sewer pipe on the project.

Recommendation

It is recommended that the State take more density tests for sewer backfill in the respective compacted layers to determine if the compaction methods are obtaining the specification requirements in open cut areas.

General Comments

The material utilized for backfilling in this area is a sand placed around the pipe and a fine grain silt over the pipe. The trench depth varies from 20 to 30 feet and the silt material holds considerable water and in this condition is unpredictable with respect to stability. The contractor has constructed a movable steel crib approximately 6' wide and 20' long with steel armor plate around the outside (see picture below). The crib is then pushed forward by a self-contained hydraulic jack utilizing the previously placed pipe as a thrust block. The pipe is then backfilled with the silty

RECEIVED
MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

(more)

EDITION OF 5-60 MAY BE USED

material and compacted by a concrete block dropped by a rig until it appears adequate. The State had no test indicating the adequacy of this operation. Prior to this time, the moisture content was as high as 37% and the optimum moisture content was about 28%. The State issued a letter to the contractor dated January 25, 1968 that his backfill was inadequate and requested that he stop work and comply with Item 106 of the contract. The above-cited operation is apparently the contractor's attempt to comply with this order.

Completed Sewer Pipe Work

48" Sewer	Complete
42" Sewer	23% complete

Steel Reinforced Crib
Contractor places sand inside of crib over and around pipe after pipe is seated. Entire crib is then pushed forward and backfilling completed.

RECEIVED
FEB 1

UNITED STATES GOVERNMENT

Memorandum

I-405-8(4)303
7076

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 8, 1968

In reply refer to: 08-35.7/410.91

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
File 35105, S.P.&S. Railroad

Staff Attorney Jack L. Sollis' letter of February 2, 1968 requests Public Roads' advance approval of the appraisal and supporting data for the cost to cure work involving the above-mentioned file. Your files indicate a review appraisal of $48,750, dated November 30, 1967, which involves the acquisition of Parcels 1, 2, and 3, containing a total of 66,660 square feet.

Our Right of Way Officer has discussed with Mr. Sollis a discrepancy noted in one of the appraisals and the need for additional supporting data for certain elements of the appraisals, as indicated below:

1. Mr. Draper's revised appraisal report, dated October 9, 1967, assigns damages to 1,180 square feet of low-lying land at 17-1/2¢ a square foot. He indicates the amount to be $2,065. This appears to be a multiplication error. The sketch map attached to the appraisal would indicate that the area shown as 1,180 square feet is in fact a much larger area. This point should be clarified.

2. In reviewing the revised appraisals of Messrs. Draper and Kolberg we are unable to find any supporting data or adequate explanation of the damages assigned to Parcel 1. Mr. Draper assigns damages of 50 percent and Mr. Kolberg 66 percent. The appraisers should include in their reports the supporting data or information upon which they based their damage allowances.

3. We can find no mention in Mr. Kolberg's appraisal of Parcel 1 that he has given consideration to the restrictions being imposed by the air easement to the remaining portion of the owner's property. We are referring to the 40-foot strip adjacent to the right of way where future building is restricted and to the additional 20-foot strip wherein a 1-hour fire wall is required. His comments as to whether or not he gave consideration to this factor should be included in his appraisal.

Orig to [illegible]
copy to Sollis
2-13-68
copy to
Young
2-14-68

NOTED
F. B. KLABOE

RECEIVED
FEB 13 1968
OFFICE OF

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Your review appraisal is based upon acquiring Parcel 2 as an air easement. This parcel is presently encumbered with a street grade crossing and the railroad tracks of Portland Terminals. It is our understanding that you intend to acquire from Portland Terminals a permanent easement for a grade crossing under File 35106. As payment for this easement we understand you will need to acquire the encumbered fee of Parcel 2 from S.P.&S. Railroad and transfer same to Portland Terminals. Therefore we recommend you acquire the needed interests from S.P.&S. Railroad as part of the present acquisition.

If you can secure the corrections to the appraisals and the additional data needed we will be happy to complete our review prior to your making an offer to the railroad.

STATE COPY

Form E-208—6M 2

APPROVED
Contingent upon modification of project agreement [illegible] additional funds are required
NOV Date 1967 By
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River - N.W. Johnson St.
Date January 30, 1968
Highway Stadium Freeway
Contract No. 7096
County Multnomah
Prefix 626-1085
Contractor Salem Sand & Gravel
F. A. Project No. I-405-8(18)303
Address P.O. Box 2207, Salem, Oregon 97301
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct 2½ foot parapet on top of roof at westerly end of warehouse.

1. Maximum equipment rental rates allowable as per AGC - State Agreement.
2. Percent allowed the contractor is in accordance with the executed contract for this project.

Location by station numbers:

Westerly end of S P & S Co. warehouse.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$ 900.00
Equipment	25.00
Labor	575.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construct a 2½ foot high parapet across the westerly end of the SP & S Co. warehouse. Required by City of Portland Fire Dept. to prevent fireman from walking off the end of the roof in case of fire. Standard Specifications to apply. Work started November 13, 1967 and completed November 17, 1967. Bureau of Public Roads approval was received prior to starting work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $420,051.93
Present estimate of project cost, including $1,500.00 for work under this order $404,867.06
Expected under-run ~~overrun~~ amount $15,184.87
Expected under-run ~~overrun~~ per cent 3.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young

I-405-8(18)303

Monthly transaction number 12-36	FOR R-2A (RE 66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S Oregon
Project report number 8 #7096	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	(PPM 21-7) 12-11-67	Project number I-405-8(18)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 3, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 411,583	$ 413,013
Federal funds	$ 379,600.00	$ 381,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include Pacific Northwest Bell telephone cable relocation.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of December, 1967.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Oregon State Highway Department

Federal Aid
Project No. I-405-8(18)303

WILLAMETTE RIVER-N.W. JOHNSON STREET SECTION OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

Revised project agreement estimate to include Pacific Northwest Bell telephone cable relocation.

Salem, Oregon, November 30, 1967

Type Code Y004
Building Demolition (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)(Contract 7096)

Demolition of Buildings	All Required	$ 42,970.00
Warehouse Demolition	All Required	21,702.00
Remodel Warehouse*	All Required	12,600.00
	Subtotal	$ 77,272.00
	10% Engr. & Cont.	7,727.00
	Total	$ 84,999.00

Type Code Y007
Storm Sewer (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)(Contract 7096)

Trench Excavation	14,000	cu.yd.	$ 5.00	$ 70,000.00
Class "A" Concrete	6	cu.yd.	170.00	1,020.00
Metal Reinforcement	300	lb.	0.50	150.00
Loose Riprap	280	cu.yd.	10.00	2,800.00
15-inch Sewer Pipe	90	lin.ft.	17.50	1,575.00
42-inch Sewer Pipe	2,400	lin.ft.	28.50	68,400.00
48-inch Sewer Pipe	1,100	lin.ft.	42.50	46,750.00
Extra for Pipe Under Railroad	All	Required		62,070.00
Step Manholes	12	only	1,950.00	23,400.00
General Excavation, Unclassified*	250	cu.yd.	3.75	937.50
3/4" - 0 Material in Base*	40	cu.yd.	6.30	252.00
Stone Base*	200	cu.yd.	5.70	1,140.00
Class "B" Asphalt Concrete*	66	ton	17.50	1,155.00
Furnish Timber Piling*	420	lin.ft.	6.30	2,646.00
Drive Timber Piles*	6	only	126.00	756.00
Guard Rail*	120	lin.ft.	8.80	1,056.00
				$284,107.50

Flagging (57½% of Contractor's Cost)	All Required	$ 10,000.00
City of Portland (Water)	All Required	1,987.20
Railroad Protective Cost, S.P. & S.	All Required	400.00
Railroad Protective Cost, Portland Terminal	All Required	400.00
Pacific Northwest Bell (Cable Relocation)	Lump Sum	1,300.00
		$ 14,087.20

Subtotal	$298,194.70
10% Engr. & Cont.	29,819.30
Total	$328,014.00

Length of Roadway - - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Building Demolition	$ 84,999.00	$ 78,400.00	$ 6,599.00
Storm Sewers	328,014.00	302,600.00	25,414.00
Total	$413,013.00	$381,000.00	$32,013.00

*Note: Participation contingent upon economic and appraisal justification or a court decision.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 626-1085

WILLAMETTE RIVER-N.W. JOHNSON STREET SECTION

Project No. I-405-8(18)303

Work by City of Portland (Bureau of Water Works)

Material and Paving	$ 298.08
Labor	1,192.32
Engineering and Overhead	298.08
Equipment	198.72
Total Estimated Cost	$1,987.20

Railroad Protective Costs

Work by S.P. & S. Ry.

Figure Engineer-Inspector for ½ mo. @ $700/mo.

Salary ½ mo. @ $700.00		$ 350.00
Payroll Additives 30%		105.00
		$ 455.00
	USE	$ 400.00

Work by Portland Terminal R.R. Co.

Figure Engineer-Inspector for ½ mo. @ $700/mo.

Salary ½ month @ $700.00		$ 350.00
Payroll Additives 30%		105.00
		$ 455.00
	USE	$ 400.00

Work by Pacific Northwest Bell

Labor		$ 150.00
Overhead		62.02
Engineering Costs		105.42
Materials and Supplies		164.05
Salvage		(19.55)
Equipment Expense		41.05
Contractor's Cost		800.00
		$1,302.99
	USE	$1,300.00

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-33	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5 # 1176	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-3-67	COUNTY Multnomah
		PROJECT NO. I-405-8(18)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River - N. W. Johnson St. Section of the Stadium Freeway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 411,583	FEDERAL FUNDS $ 379,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By ______________________
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer November 3, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-405-[illegible](18)303

WILLAMETTE RIV.-N.W. JOHNSON ST. SECTION OF
THE STADIUM FREEWAY IN MULTNOMAH COUNTY

Project Agreement Estimate

Salem, Oregon, October 20, 1967

Type Code Y004
Building Demolition (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)(Contract 7096)

Demolition of Buildings	All Required	$ 42,970.00
Warehouse Demolition	All Required	21,702.00
Remodel Warehouse*	All Required	12,600.00
	Subtotal	$ 77,272.00
	10% Engr. & Cont.	7,727.00
	Total	$ 84,999.00

Type Code Y007
Storm Sewer (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)(Contract 7096)

Trench Excavation	14,000 cu.yd.	$5.00	$ 70,000.00
Class "A" Concrete	6 cu.yd.	170.00	1,020.00
Metal Reinforcement	300 lb.	0.50	150.00
Loose Riprap	280 cu.yd.	10.00	2,800.00
15-inch Sewer Pipe	90 lin.ft.	17.50	1,575.00
42-inch Sewer Pipe	2,400 lin.ft.	28.50	68,400.00
48-inch Sewer Pipe	1,100 lin.ft.	42.50	46,750.00
Extra for Pipe Under Railroad	All Required		62,070.00
Step Manholes	12 only	1,950.00	23,400.00
General Excavation, Unclassified*	250 cu.yd.	3.75	937.50
3/4"-0 Material in Base*	40 cu.yd.	6.30	252.00
Stone Base*	200 cu.yd.	5.70	1,140.00
Class "B" Asphalt Concrete*	66 ton	17.50	1,155.00
Furnish Timber Piling*	420 lin.ft.	6.30	2,646.00
Drive Timber Piles*	6 only	126.00	756.00
Guard Rail*	120 lin.ft.	8.80	1,056.00
			$284,107.50
Flagging (57½% of Contractors Cost)	All Required		$ 10,000.00
City of Portland (Water)	All Required		1,987.20
Railroad Protective Cost, S.P. & S.	All Required		400.00
Railroad Protective Cost, Portland Terminal	All Required		400.00
			$ 12,787.20
	Subtotal		$296,894.70
	10% Engr. & Cont.		29,689.30
	Total		$326,584.00

Length of Roadway - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Building Demolition	$ 84,999.00	$ 78,400.00	$ 6,599.00
Storm Sewers	326,584.00	301,200.00	25,384.00
Total	$411,583.00	$ 379,600.00	$ 31,983.00

*Note:
Participation contingent upon economic and appraisal justification or a court decision.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 626-1085

WILLAMETTE RIVER-N.W. JOHNSON ST. SECTION

Project No. I-405-8(18)303

Work by City of Portland (Bureau of Water Works)

Material and Paving	$ 298.08
Labor	1,192.32
Engineering and Overhead	298.08
Equipment	198.72
Total Estimated Cost	$1,987.20

Railroad Protective Costs

Work by S.P. & S. Ry.
Figure Engineer-Inspector for ½ month @ $700 month.

Salary ½ month @ $700.00		$ 350.00
Payroll Additives 30%		105.00
		$ 455.00
	Use	$ 400.00

Work by Portland Terminal R.R. Co.

Figure Engineer-Inspector for ½ month @ $700.00/month

Salary ½ month @ $700.00		$ 350.00
Payroll Additives 30%		105.00
		$ 455.00
	Use	$ 400.00

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(18)303

WILLAMETTE RIV.-N.W. JOHNSON ST. SECTION OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

Revised P.S. & E. Estimate

Salem, Oregon, August 24, 1967

Type Code Y004
Building Demolition (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)

Demolition of Buildings	All Required	$ 60,000.00
Warehouse Demolition	All Required	37,000.00
Remodel Warehouse*	All Required	20,500.00
	Subtotal	$117,500.00
	10% Engr. & Cont.	11,750.00
	Total	$129,250.00

Type Code Y007
Storm Sewer (Sta. "F.B." 361+90 to Sta. "S.E." 394+63)

Trench Excavation	14,000	cu.yd.	$ 10.00	$140,000.00
Class "A" Concrete	6	cu.yd.	70.00	420.00
Metal Reinforcement	300	lbs.	0.25	75.00
Loose Riprap	280	cu.yd.	8.00	2,240.00
15-inch Sewer Pipe	90	lin.ft.	7.00	630.00
42-inch Sewer Pipe	2,400	lin.ft.	35.00	84,000.00
48-inch Sewer Pipe	1,100	lin.ft.	45.00	49,500.00
Extra for Pipe Under Railroad	All Required			40,000.00
Step Manholes	12	only	2,000.00	24,000.00
General Excavation, Unclassified	250	cu.yd.	2.00	500.00
3/4" - 0 Material in Base	40	cu.yd.	5.00	200.00
Stone Base	200	cu.yd.	5.00	1,000.00
Class "B" Asphalt Concrete	66	ton	12.00	792.00
Furnish Timber Piling	420	lin.ft.	2.00	840.00
Drive Timber Piles	6	only	200.00	1,200.00
Guard Rail	120	lin.ft.	4.00	480.00
				$345,877.00
Flagging (57½% of Concractors Cost)	All Required			$ 10,000.00
City of Portland (Water)	All Required			1,987.20
				$ 11,987.20
	Subtotal			$357,864.20
	10% Engr. & Cont.			35,785.80
	Total			$393,650.00

Length of Roadway 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Building Demolition	$129,250.00	$119,000.00	$10,250.00
Storm Sewers	393,650.00	363,000.00	30,650.00
Total	$522,900.00	$482,000.00	$40,900.00

*Note
Participation contingent upon economic and appraisal justification or a court decision.

WILLAMETTE RIVER-N.W. JOHNSON ST. SECTION

PROJECT NO. I-405-8(18)303

Work by City of Portland (Bureau of Water Works)

Material and Paving	$ 298.08
Labor	1,192.32
Engineering and Overhead	298.08
Equipment	198.72
Total Estimated Cost	$1,987.20

FORM PR-33A(1)
(REV. 5-64)

cc: [illegible]
Region
Wash DC

I-405-8(18)303

7096

11-30-67 C

U.S. DEPARTMENT OF COMME
BUREAU OF PUBLIC ROAD

INITIAL INSPECTION REPORT

rc

REGION NO. 8	REPORT NO. 1	COUNTY Multnomah	STATE Oregon
DATE OF INSPECTION 11-30-67	INSPECTION MADE BY H. A. Schell, Area Engr BERNADETTE WASHINGTON		PROJECT NO. I-405-8(18)303

IN COMPANY WITH
J. [illegible], Res Engr, OSHD

LOCATION OF IMPROVEMENT
Industrial area, West Bank Willamette River to NW. Johnson street Section,
Stas "FR" 361+90 to "SR" 394+63, Stadium Freeway, Portland, Oregon

CONTRACTOR NAME AND ADDRESS
Salem Sand and Gravel Company, Salem, Oregon

AWARD DATE 10-2-67	CONTRACT AMOUNT $361,379.50	TIME ALLOWED 10-30-68	TIME STARTED 10-23-67	WORK STARTED 10-23-67
QUALITY OF WORK Satisfactory	PROGRESS OF WORK See below	TIME ELAPSED 29* %	WORK COMPLETED 9 %	EST. COMPL., END OF MO 9 %

ROADBED (Width 108 Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Building Demolition	Y004	.619			
Storm Sewer	Y007	.619			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

*Contractor just started work and the project is just being organized. The project is expected to be completed on time.

WILLAMETTE RIVER - NW. JOHNSON SECTION
STADIUM FREEWAY
Storm Sewer and Building Demolition

The work under this project involves the construction of approximately .62 mile of 42 and 48" storm sewer installation, the demolition and removal of commercial buildings, and the reconstruction of the outside wall and the office wing of the Columbia Basin Terminal Building.

1. COMPLETED WORK:

Building demolition	15% complete
Drainage	1?%
Warehouse demolition	50%
Warehouse remodeling	35%

(more)

2-STATE HIGHWAY DEPARTMENT COPY

2. WORK IN PROGRESS:

Sewer installation, Sta 365+50, left - Five men and 200-ton jack are jacking the 48" sewer pipe in the westerly direction underneath NW. Front Avenue and the rail switchyard.

Demolition work, Sta 362+50, left - Four men, a mobile clam, a tractor with a blade, and a lift truck are demolishing the northernmost portion of the Columbia Basin Terminal Building and dock.

Columbia Basin Terminal alterations - Five carpenters are framing in the office building.

3. COMMENTS AND RECOMMENDATIONS:

Storm Sewer Jacking

On Wednesday, November 29, the contractor had jacked approximately one-half (95') of the 48" pipe underneath Front and the railyard. He then ran into difficulty and apparently lost alignment control and the pipe froze in position. He has now reconstructed his jacking platform, repositioned his 200-ton jacks, and was able to break the freeze and continue on in the jacking operation in this area. He is working a 24-hour shift in this operation and the State is able to maintain grade and alignment by working a 16-hour shift. Both the State and the contractor will be working Saturday and possibly Sunday until the section underneath this area is completed.

Changes

No.	Description	Amount	BPR Approval
SWO #1	Adjust water facilities	$ 1,987.00	PS&E Approval
SWO #2	Underground telephone cable	1,300.00	Nov 13, 1967
EWO #1	Flagging	10,000.00	PS&E Approval

Subcontracts

No.	Subcontractor	Items	Amount
1	R. L. Elfstrom Company	11p,12p	$3980
2	Graham Electric	11p,12p	2735
3	Pepine and Gregg	12p	1572

(more)

Subcontracts (continued)

No.	Subcontractor	Items	Amount
4	J. M. Harder Plumbing & Heating	11p,12p	$1747
5	MFC Builders	12p	1000
6	E. S. Ritter Company	1p,11p,12p, 13p	(+$1000 credit)
	Total		$11,034 or 3%

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(18) 303

7096.

November 29, 1967

Pacific Northwest Bell Telephone Company
410 NE Clackamas Street
Portland, Oregon 97232

Re: Telephone Cable Relocation
Willamette R.-NW Johnson Sec.
Stadium Freeway (I-405)
Multnomah County
Contract No. 7096

ATTENTION: Mr. A. W. Brugger

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 7, 1967, is approved by the State and the Bureau of Public Roads subject to your submission of a detailed breakdown of the contract portion of your estimate. This will confirm our verbal authorization to proceed with the work as of November 13, 1967.

Reimbursement for the work performed on and subsequent to November 13, 1967, in the amount of $1300.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
A. W. Parsons
L. H. Young (2)
C. H. Maison
A. E. Johnson
James Don
B. P. Huntley
Jack Hesla

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(18)303

7676

November 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Telephone Cable Relocation
Pacific Northwest Bell
Willamette R.-NW Johnson Sec.
Stadium Freeway - I-405
Multnomah County
Project No. I-405-8 (18) 303

Dear Sir:

Herewith you will find the following data pertaining to this project;

(1) Two copies of Pacific Northwest Bell's estimate of cost for relocation of their telephone cable transmitted by Mr. Hesla's letter of November 8, 1967.

(2) Two copies of a sketch map prepared by Pacific Northwest Bell showing the work to be performed.

(3) Two copies of Mr. Hesla's certification as to Pacific Northwest Bell's interest in the private property they occupy.

Permits will not be required as the relocation will be made on city street right-of-way and private property.

The relocation involves a segment of telephone facilities less than one mile in length, and, therefore the State is not entitled to a credit under the provisions of Paragraph 9b (1) (b) of PPM 30-4.

The agreement between the State and Pacific Northwest Bell will be completed by the inclusion of appropriate wording in our "go ahead" letter which will also make reference to PPM 30-4.

NOTED
F. B. KLABO

Your approval of the proposed agreement as evidenced above and confirmation of your verbal authorization to proceed with the work as of November 13, 1967, is requested. Work is being performed under the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosures

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum

Klabor

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 27, 1967

In reply refer to: 08-35-EC

I-405-8(18)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

[illegible]

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(18)303
Willamette River - Northwest Johnson Street
SP&S and Portland Terminal Railroad Company Adjustment

As requested by Mr. Young's October 20, 1967 letter you are authorized to proceed with railroad protective work for the subject railroads effective today, as set out on the October 20 Project Agreement Estimate.

NOTED
F. B. KLABOR

11-1-67

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
OCT 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

OCT 31 1967

FOR:
I-405-8(18)

7096

October 27, 1967

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: File R-35106
Northern Pacific Terminal
Company of Oregon
File R-35105
Spokane, Portland & Seattle
Railway Company
Fremont Interchange-Sunset Interchange
Section
Stadium Freeway

Dear Sir:

On file 35105, the Oregon State Highway Department is not acquiring fee title to the land needed for the west end of the Fremont Bridge because the only pier located on this land is out of the area of the tracks, but the bridge structure does cross the main switching tracks of the Spokane, Portland & Seattle Railway Company. To acquire fee title with complete access control would cut the busiest switching yard in Portland and the damages would be excessive. By just taking a permanent easement we are reducing the right of way costs with the minimum of interference with the railroad operations.

Attached as Exhibit "A" is a copy of the nature of the easement, descriptions of the area of the taking and the restrictions placed on the taking and adjacent areas.

Attached as Exhibit "C" is a map showing the taking in yellow (Parcel 3 is for a grade crossing so no description is enclosed), the area where no buildings will be allowed shown cross hatched in yellow and the area where any buildings built would have to have a 1-hour fire wall.

The existing warehouse on Parcel 1 is being cut off 139.6-feet from the FB^3 centerline.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

The existing grade crossing under the proposed bridge will be vacated and relocated northerly as shown on Exhibit "C".

Attached as Exhibit "D" are drawings showing the pier located on Parcel 1 and the vertical clearances over the area of the taking.

On file 35106, the Oregon State Highway Department is not acquiring fee title to the land needed for the west end of the Fremont Bridge because there will be no piers located in the area of the taking and all we need is an air right for the bridge structure. To take a fee title with access control would be very expensive as we would cut the busiest railroad switching yard in Portland and the damages would be excessive.

By just taking a permanent easement we are reducing right of way costs with the minimum of interference with the railroad operations.

Attached as Exhibit "B" is a copy of the nature of the easement,-descriptions of the area and the restrictions placed on the taking and adjacent areas.

Attached as Exhibit "C" is a map showing the taking in orange (Parcel 2 is for a grade crossing so no description is enclosed), the area where no buildings will be allowed shown cross hatched in orange and the area where any building built must have a 1-hour fire wall outlined in orange.

Attached as Exhibit "D" are drawings showing the vertical clearances of the bridge structure over the railroad tracks and pier locations.

We request your approval on these two files and then forwarding ofthe material to the Director for final approval.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde
Frank C. McKinney
T. W. Litchfield

REPORT FORM FOR COMPLIANCE WITH ANTI-KICKBACK PROVISIONS
(FOR FEDERAL AID PROJECTS)

WEEKLY STATEMENT OF COMPLIANCE

OCTOBER 25, 1967

I, JOY B. DIVINE (name of signatory party) PAYROLL CLERK (title), do hereby state: That I pay or supervise the payment of the persons employed by SALEM SAND AND GRAVEL COMPANY (contractor or subcontractor) on the STADIUM FREEWAY WILLAMETTE RIVER N.W. JOHNSON ST.' (building or work); that during the payroll period commencing on the 16TH day of OCTOBER, 1967, and ending the 22ND day of OCTOBER, 1967 all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said SALEM SAND AND GRAVEL COMPANY (contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full weekly wages earned by any person. other than permissible deductions, as defined in Regulations, Part 3 (29 CFR Part 3), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 40 U.S.C. 276c), and described below:

Total Wages	577.11
Amount Withheld:	
F. I. C. A.	16.29
Federal Income Tax	56.08
State Income Tax	16.56
S. I. A. C.	.28
Med. and Hosp. Ins.	
Other	

Joy B. Divine Payroll Clerk
(Signature and Title)

NOTED
F. B. KLABOE

RECEIVED
OCT 9 - 1967
FOR FILING

I-405-8(18)303

7096

October 9, 1967

Salem Sand and Gravel Co.
P. O. Box 2207
Salem, Oregon 97308

Gentlemen:

Enclosed are three copies of Contract No. 7096 for $361,379.50 awarded to you by the State Highway Commission on October 2, 1967. This contract is for storm sewer and building demolition on the Willamette River-N. W. Johnson Street section of the Stadium Freeway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin October 20, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
A. E. Johnson
James Don

RECEIVED
OCT 6 - 1967

xxxxxxxxxxxxxxxxxxxxxx

Fred L. Hill, Member
Helix

I-405-8(18)303

7096

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967 is requested in the award of contract for the Willamette River-N.W. Johnson St. Section, Project No. I-405-8(18)303.

The contractor receiving the award is Salem Sand and Gravel Co. of Salem, in the amount of $361,379.50 with the contract No. 7096 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

RECEIVED
OCT 1967

FOR FILING

I-405-8(18)3-3

2096

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

Re: Permanent Easement for
Grade Crossing
R/W File No. 35105 (SP&S RR)
Fremont Bridge Section
Stadium Freeway
Multnomah County

ATTENTION: Mr. H. F. Moy

Gentlemen:

On March 23, 1967, we submitted to you a sketch of our proposed relocation of the grade crossing which connects the intersection of NW 14th Avenue and Thurman Street with NW Front Avenue. Since that time, we have refined our design and submit to you herewith four prints of each of the following:

1. Metropolitan Division Drawing No. A-30-18, revised September 26, 1967, entitled "Proposed RR Crossing, NW 14th and Thurman Street, West Fremont Interchange," showing a detailed plan of our proposed construction at this crossing.

2. A portion of our right of way map #1A-16-22 on which is shown the permanent easement we will need across your property for the grade crossing.

3. A metes and bounds descriptions of this property covered in Right of Way File 35105, dated September 14, 1967.

NOTED
F. B. KLABOE

We are currently in the process of revising our appraisals of ;your property and as soon as this is completed, we will be able to make you a firm offer for the land required for the construction of the Fremont Bridge. The construction agreement between the Railroad and the State, dated August 9, 1967, allows the State to proceed with the work. We plan to open bids for the Fremont Bridge Pier Construction on January 25, 1968.

Please review the enclosed information and advise us if there are any changes which should be made prior to the preparation of final plans and final documents of conveyance. Your cooperation in this matter is sincerely appreciated.

Very truly yours,

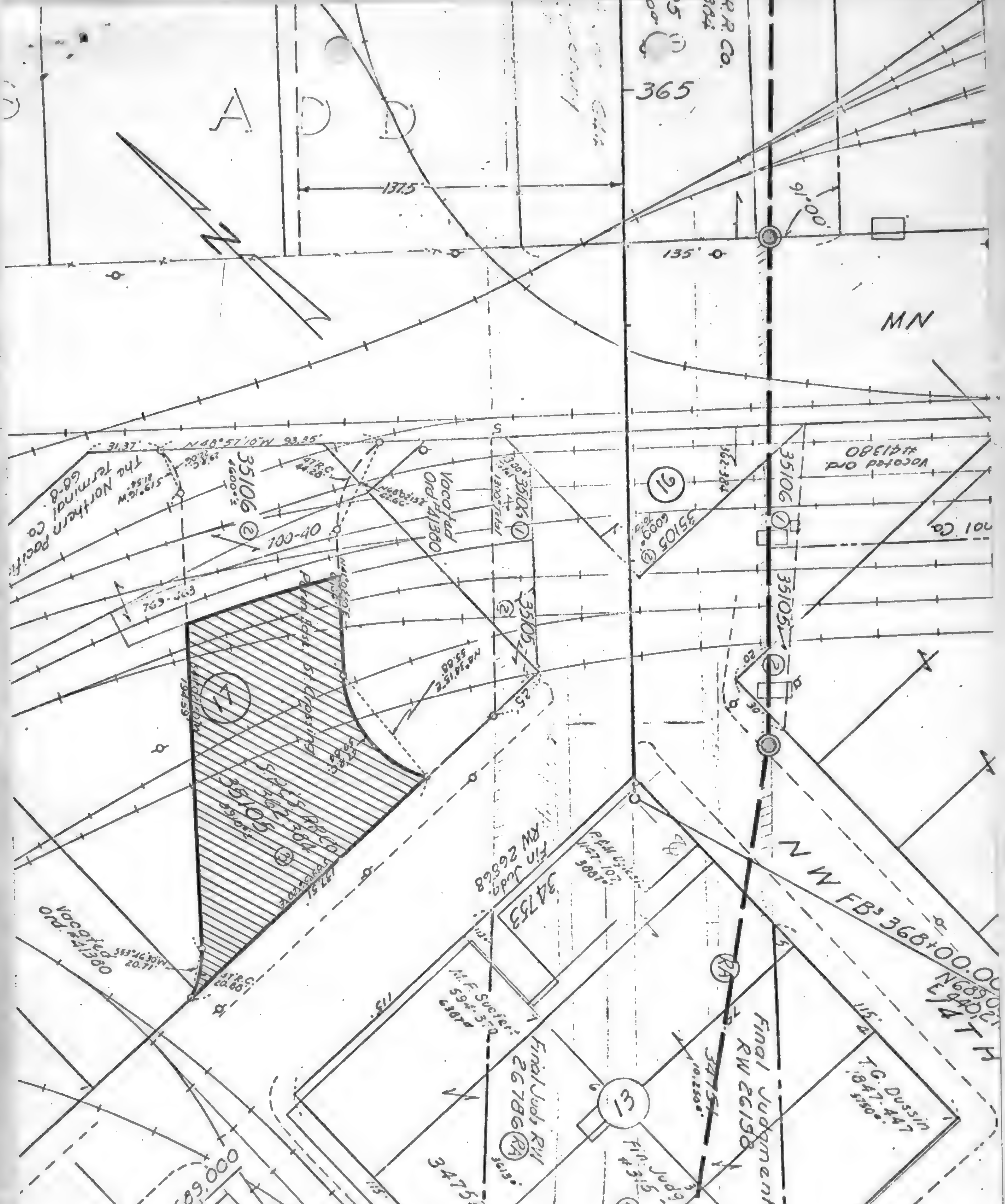
F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
L. H. Young
J. J. Smith
Jack Sollis
A. E. Johnson
D. H. Moehring
Jack Hesla

Enc.

A D D
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Vacated Ord #41380
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34753
M.F. Sucier 594-370
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FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1967

Portland Terminal Railroad Company
Room 209 Union Station
Portland, Oregon 97209

ATTENTION: Mr. J. H. Jones, Manager

Re: Permanent Easement for Grade Crossing
R/W File No. 35106 (NPT Co.)
Fremont Bridge Section
Stadium Freeway
Multnomah County
Your File: T-2
S-2

Gentlemen:

With our letter of March 23, 1967, we submitted to you a sketch of our proposed relocation of the grade crossing which connects the intersection of NW 14th Avenue and Thurman Street with NW Front Avenue.

Since that time, we have refined our design and submit to you herewith four prints of each of the following:

(1) Metropolitan Division Drawing No. A-30-18, revised September 26, 1967 entitled "Proposed RR Crossing, NW 14th and Thurman Streets, West Fremont Interchange."

(2) A portion of our right of way map #1A-16-22 showing the easement we will need across your property.

(3) A metes and bounds description for Right of Way File No. 35106, dated September 14, 1967, describing the two parcels of property we desire for our construction.

This supplements the information submitted to you with our letter of March 17, 1967, and rescinds the offer of $100 as consideration for the easement as contained in that letter. Appraisals of this land are now in process and upon their completion, we will make a formal offer to you for this property.

Please review this information and if it is satisfactory prepare a construction agreement and the appropriate document of conveyance covering the property transaction. Please be sure to include in the construction agreement a sketch showing your proposed track changes and an estimate of this any any other work generated by our construction. You will be reimbursed for your work in accordance with PPM 30-3 dated October 15, 1966, two copies of which are enclosed herewith.

We intend to open bids for the construction of the piers of the Fremont Bridge on January 25, 1968. In order that we may meet this schedule, we must have an agreement from you by November 30, 1967, so that we may present it to our Highway Commission at their meeting of December 12, 1967. Your cooperation in meeting this schedule will be greatly appreciated.

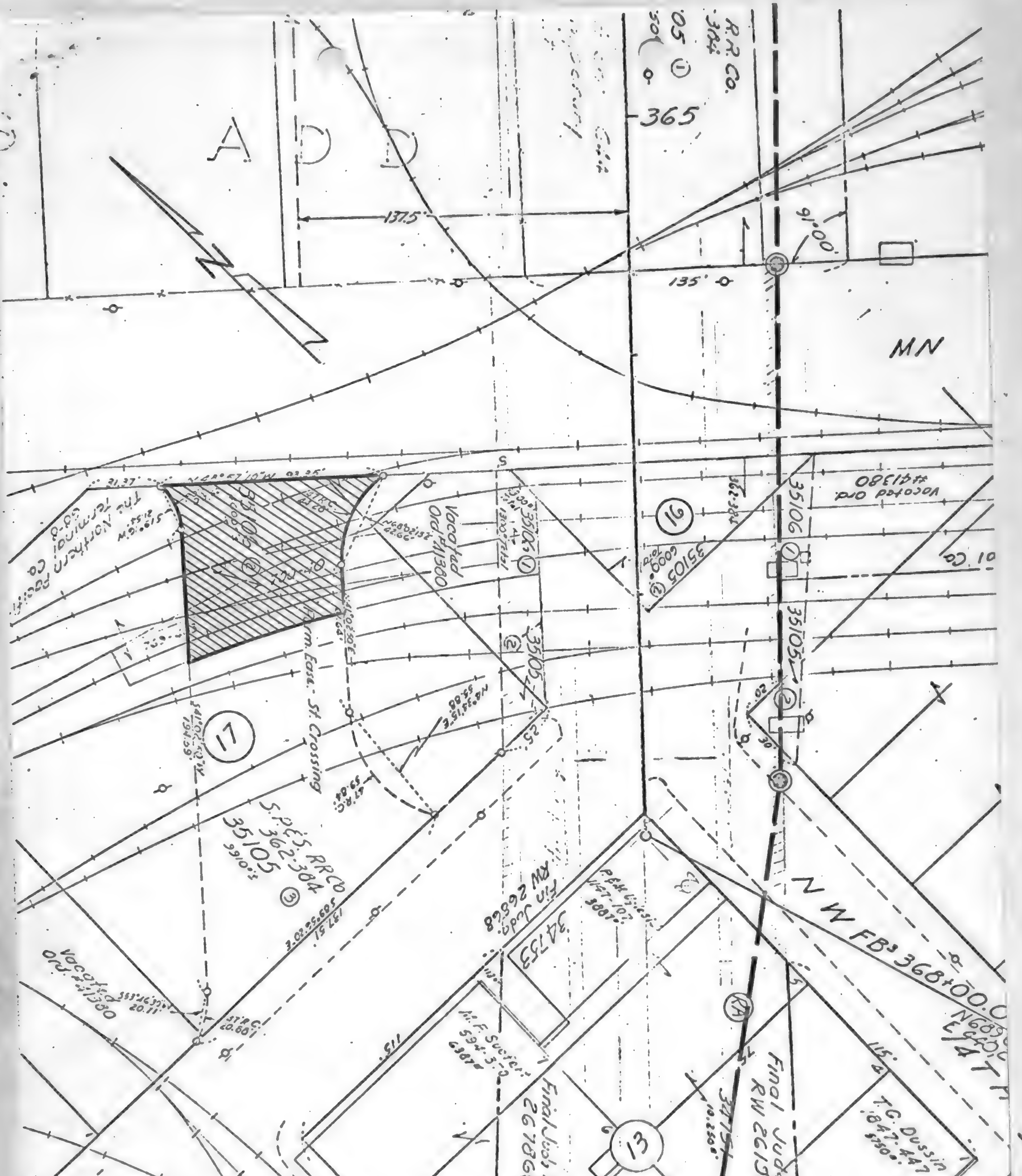
Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enc.
cc: F. B. Klaboe
L. H. Young
A. E. Johnson
D. H. Moehring
J. J. Smith
Jack Hesla
Jack Sollis



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R.R. CO.
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13
35106
35105
Vacated Old #41380
Frm. Ease. St. Crossing
S.P.&S. RR Co 362-384
35105
Fin Judg. RW 26668
34753
M.F. Sussex
Final Jud. RW 26786
34754
Final Judgment RW 26130
34751
Fin Judg. #315
T.G. Dussin
N W FBs 368+00.0
115
N 665,000

FORM E-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
OCT 9 1967

I-405-8(18)303

7096 –

October 3, 1967

Salem Sand and Gravel
P. O. Box 2207
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on October 2, 1967, awarded to you State Highway Contract No. 7096 for the following project:

Storm sewer and building demolition on the Willamette River-N. W. Johnson Section of the Stadium Freeway in Portland, Multnomah County.

This award was based on your bid of $361,379.50 which was submitted to the Commission on September 28, 1967, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

[illegible]
SEP 9 1967
FOR FILING

I-405-8([illegible])313

7696

PORTLAND TERMINAL RAILROAD COMPANY

Portland, Oregon
September 22, 1967

File T-2

Mr. F. D. Morgan, Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield, Utilities Liaison Engineer.

Dear Sir:

Please refer to your letter of September 15, 1967, regarding construction of storm sewer, Willamette River-N.W. Johnson Street Section of the Stadium Freeway, Project No. I-405-8(18) 303, with which you transmitted two sets of plans and specifications for our review and approval.

This will constitute approval on the part of the Portland Terminal Railroad Company of the plans and specifications above defined with the exception that insurance policies required naming Portland Terminal Railroad Company as "insured" shall also name as insured "any other railroad company or companies at any time lawfully using Portland Terminal Railroad Company's property or facilities." This in accordance with the agreement dated September 11, 1967 we hold with the State of Oregon covering the sewer installation.

Very truly yours,

D H Jones
Manager

cc: RLT
RCC

Copies to:
AW Parsons
FB Klaboe
LH Young
FD Morgan
AE Johnson
James Don
Jack Hesla
9-25-67
T

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 25 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield T
Olson

RECEIVED
SEP 12 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-405-8(18)303

7096

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(18)303
Willamette River - NW. Johnson Street
Storm Sewer and Demolition

You were authorized to advertise this project for bids on July 5, 1967. Subsequently, it was withdrawn because of the railroad agreement. We have reviewed your latest revisions, and approval is given subject to the applicable comments of our July 25, 1967 memorandum to you. We note that you now have a signed agreement with the railroad and our approval is with the understanding that condemnation proceedings will be initiated within 6 months in accordance with the agreement if you are unable to settle with the railroad.

We note that Sheet No. 4 - Building 5 indicates removal. This structure is now down and only rubble remains. We also find an item of general excavation is shown and feel that this work should be explained to bidders.

In your estimate dated August 24, 1967 the following items should be included under the asterisk:

General Excavation Unclassified
3/4" - 0 Material in Base
Stone Base
Class "B" Asphalt Concrete
Furnish Timber Piling
Drive Timber Piles
Guardrail

NOTED
F. B. KLABOE

A signed copy of the revised title sheet is returned herewith.

Enclosure
Title sheet

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

9-11-67

REFERRED TO
Young - 11 / [illegible]
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. L. Porter

FORM E-12 COM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 3 1967
FOR FILING

I-405-8(18)303
7096

August 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Oregon Projects I-405-8(4)303
and I-405-8(18)303
Fremont Bridge Section
SP&S Railway Right of Way Agreement
and Permit of Entry

Dear Sir:

Your letter of July 25 contained six (6) conditions for the approval of the above project.

Under condition #1 you request that the cost incurred for building modifications be limited to the amount which can be supported by appraisals and appraisal review justification.

Our appraisals will be revised to consider all the elements in the agreement and the amount of any construction item that cannot be justified by the appraisal will be subtracted from the reviewed amount before any offer is tendered to the railroad.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
Jack L. Sollis
T. W. Litchfield
M. R. Mitchell

RECEIVED
AUG 2 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 25, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Projects I-405-8(4)303 and I-405-8(18)303
Fremont Bridge Section
S.P. & S. Railway Right of Way Agreement and
Permit of Entry

NOTED
F. B. KLABOE

The final draft of the subject agreement accompanied by the railway company's July 20, 1967 letter, though not providing for ideal provisions, is considered to be satisfactory subject to the following conditions:

1. Federal participation in the costs incurred for building modifications under Paragraph A3 of Article IV of the agreement will be limited to amounts which can be supported by appraisals and appraisal review justification under the provisions of PPM 80-5.

2. The State's obligation for removing and/or reconditioning of the track structure under the NW. 14th Avenue crossing, as provided by Paragraph B3 of Article IV, will have to be established prior to your obtaining Federal participation for costs incurred. It appears that normally the city franchise would obligate the railroad to do such work.

3. Any maintenance costs incurred by the State under the provisions of Article V of the agreement will not be eligible for Federal participation. This should not preclude your providing for your contractor to provide any normal warranty which may be standard practice in the building trade for modification of the building or if track adjustments are necessary, for you to furnish justification as required by Subparagraph 14b of PPM 30-3.

4. It is understood that Article IX will not preclude tunneling under the tracks for installation of the sewer.

7-31-67
REFERRED TO
Young - Morgan - [illegible] - [illegible]
BY ASST. STATE HWY. ENGR.
Moehring

RE
JUL 26 1967
STATE H

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5. Even though the project has been withdrawn from the July 27, 1967 bid opening, the agreement should be executed prior to your requesting our concurrence in award on a subsequent bid opening since no provision is included for permit of entry unless this is done.

6. This temporary permit would allow you to undertake construction of the main structure piers under Project I-405-8(16)303. Unless agreement is reached on compensation or a condemnation action is filed on this parcel, as well as on the Union Pacific Railroad area on the east side, even though not directly involved, we would consider that such a procedure would be highly undesirable. In order to avoid a situation comparable to the Marquam Bridge and to allow sufficient time for preparation of the necessary information and negotiations thereon, Project I-405-8(16)303, Fremont Bridge Pier Construction, should be postponed from the November 30, 1967 bid opening to a later date.

RECEIVED
JUL 31 1967

STATE COPY

FORM PR-33
(REV. 1-66)

cc: Region
OSHD (Klaboe)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

I-405-8(18)303

REGION NO. 7086

REPORT ON: Preliminary Engineering Inspection

DIVISION: Oregon es

DATE OF INSPECTION: 7-11-67

INSPECTION MADE BY: H. A. Schell, Area Engr saw

PROJECT NO.: I-405-8(18)303

IN COMPANY WITH: J. Don, Res Engr, OSHD

REMARKS

WILLAMETTE RIVER - NW. JOHNSON STREET SECTION
STADIUM FREEWAY

This work involves the demolition and removal of several commercial buildings and the construction of 0.62 mile of storm sewer for the Stadium Freeway drainage system.

This is a preliminary engineering inspection and was performed for review of the plans and specifications with the Oregon State Highway Department.

Commercial Buildings:

In some of the buildings in this contract it was found that some stripping is still taking place and the Resident Engineer indicated that he would determine the status of this stripping and prevent any further alteration of the building until this contract is awarded.

NOTED
F. B. KLABOE
7-31-67

Building No. 1

This building is a riverfront building owned by the railroad and as of the date of this report no easement has been obtained for any construction or demolition in this area. This problem was discussed with Messrs. Johnson and Benedict and it was indicated that a permit of entry would be obtained by July 27, 1967 from Southern Pacific Railroad for the demolition of this building and sewer construction. The State has been dealing with a Mr. Hudson of the railroad. There has been no determination as to who will build the one-hour firewall at the end of the building.

(more)

Easement requirements were also discussed and apparently the permit of entry will involve only the work on building removal; however, it was pointed out that the bridge consultant had requested a one-hour firewall or 137 1/2-foot easement line from centerline where no building existed. These items are not shown on the plans or specifications. The State indicated that they will determine the status of these items and inform us of the developments. Easement on the north side of the structure in this area is adequate.

RECEIV
JUL 21 1967
OFFICE O
STATE HIGHWAY E

RECEIVED
JUL 18 1967
FOR FILING

I-405-8(18)303

FORM PR-181 (11-66)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7096

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 11, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(18)303
Willamette River - NW. Johnson Section
City of Portland, Bureau of Water Works Utility Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated April 13, 1962 covering utility adjustments and traffic control measures was approved by this office on July 9, 1962. We now approve your May 26, 1967 Staff Attorney's letter as well as the plans and estimate for City-owned adjustments furnished with Mr. Cartwright's letter dated July 5, 1967. Reimbursement on an actual cost basis estimated to be $1,987.20 is approved.

Our program memorandum dated May 22, 1967 authorized you to proceed with preparatory work for all utility adjustments, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned City-owned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

7-13-67

REFERRED TO
Young - [illegible]
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1967

I-405-8(18)303

UNITED STATES GOVERNMENT

Memorandum

7096

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 5, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

NOTED
R. L. PO

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dee T. Dee
Engineering Coordinator

SUBJECT: Oregon Project I-405-8(18)303
Willamette River - Johnson Street Section
Storm Sewer and Demolition

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Moehring's June 22, 1967 and Mr. Litchfield's June 28, 1967 reports except for the following:

File No. 35105 SP&S Railroad Co.

We understand that you are negotiating with the above railroad to obtain a permit-of-entry which would allow you to remove a portion of its warehouse. In accordance with a verbal agreement with Mr. Young it is further understood that unless a rather firm written agreement of some satisfactory type is obtained from the railroad prior to the bid opening, you will withdraw the project sufficiently in advance of July 27, 1967 so that bids will not be submitted.

If you are successful in obtaining a satisfactory agreement with the SP&S Railroad, covering both operating and nonoperating property, copies thereof and copies of the Portland Terminal Railroad permit-of-entry as well as written acceptance of your plans by both railroads should be furnished prior to your requesting our concurrence in award. Costs of any protective service under Article 7-28(d) of your special provisions, or railroad work in cutting its building and building a wall which is not covered by permit-of-entry or agreements and specifically authorized by this office must necessarily be nonparticipating.

7-13-67

(more)

[illegible] where.

REFERRED TO
Litchfield - [illegible] - Moehring
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Furthermore, your request for concurrence in award should definitely certify that arrangements have been made for proper coordination of railroad protective and other work as well as the utility adjustments which will preclude participation in additional costs if delays occur.

We understand that you are submitting today the plans, estimate and agreement for the reimbursable Portland Water Bureau adjustment which will be authorized by separate correspondence if satisfactory. In accordance with subparagraph 15d of PPM 30-4, a permit should be furnished for our approval prior to concurrence in award for the other utility adjustment on the project, Northwest Natural Gas Company, which is nonreimbursable.

In addition, we question access control and right of way clearance outside of the main steel structure. We understand the consultant (PBQD) requested:

> 50' steel clearances for buildings with a parallel 3-hour firewall.
>
> 85' steel clearance for buildings with a parallel 1-hour firewall.
>
> 100' steel clearance where no buildings are located.

We cannot find any recommended steel clearance for railroad operating property. (Would this be 100' clearance?)

You have indicated a 122.5' distance from centerline for right of way for the Waterways Terminal Building located south of the structure. We assume this will comply with the consultant's 85' clearance requirements, but you have not indicated who will build the 1-hour firewall. Who will complete this work?

In the rail area between the building and Front Avenue you pull in the access control line to 90'± from centerline up to Front Avenue and 58'± over the main rail switchyard. Why should this right of way or access control line vary? (Should not it be 137½' according to the bridge consultant recommendation?)

In the Port of Portland area north of the structure the easement line apparently extends 137' from centerline from the Harbor Drive to Front Avenue. This right of way or access control line over the switchyard is approximately 58'. The easement line appears to agree with the bridge consultants recommendations, but is the right of way or access control line across the railroad consistent?

(more)

We would appreciate a clarification of these questions and think they should be consistent on the plan.

The original agreement dated April 13, 1962 and supplement dated April 20, 1965 with the City of Portland, covering traffic control measures and provisions for city-owned utility adjustments on the project were approved by this office on July 9, 1962 and April 22, 1965, respectively.

You are authorized to proceed with the contractor's flagging included in the estimate for $10,000.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on the project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 3 - Surfacing & Pavements	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's July 27, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
  Title Sheet

A
I. B. Klabe

RECEIVED
FORM 1-20 10M 10-66
JUN 26 1967

FOR FILING

I-405-8(12)383

7096

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1967

SUBJECT: Right of Way Status
Interstate Project
July 27 Bid Opening

To: Mr. L. H. Young
Office Engineer

BUILDING

On the following Interstate project all right of way or right of entry has been acquired except for the following file:

Willamette River-Johnson Street Section,
Stadium Freeway, Multnomah County:
Storm Sewer & Demolition

File No. 35105-SPS RR Co.

We are actively negotiating on the above file; however, should negotiation fail, we will have possession and the property will be available for contractor's use prior to our request for Bureau of Public Roads' concurrence in award on this file and files previously acquired.

In addition, the demolition of improvements on the following files has been placed in the contract by W. H. Haskin's letter to you of April 21, 1967, as amended April 24, 1967:

File Nos. 35105-SPS RR Co.
34753-Uglesich
34747-B & O Warehouse Co.
36114-Thieleman
34746-Lampros
34744-Henderson
34743-Control Motor Freight
33500-Kallstrom
33913-Bank of California
33899-U. S. Bank
33900-McBride
33901-Hodes

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

All rights of entry and rights of access to the Interstate highway have been acquired and relocation advisory assistance has been offered where necessary.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CE
cc: F. B. Klaboe ✓
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1967

FOR FILING

I-405-8(18)303

7096

June 13, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of July 24 an agreement with the Portland Terminal Railroad Company allowing the State to enter on the property to construct a 48-inch storm sewer which is to be installed on the N. W. Johnson Street-Willamette River Section of the Stadium Freeway in Portland.

This agreement requires the State to bear all cost of the construction, maintenance, use or removal of this sewer and requires the contractor to take the usual safety precautions and provide the usual insurance.

This agreement is, in effect, a permit of entry and will be superseded in the future by an easement from the Railroad to the State which will contain many of the provisions of this agreement.

Any cost generated by this agreement will be passed onto the contracter and will be reflected in this bid.

We recommend your approval of the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query (Please note that the commission must initial the change made in paragraph 5 on page 2 of the agreement.)

F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan (attn. T. W. Litchfield)
A. E. Johnson

TWL:ss jw

RECEIVED
MAY 25 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street, NE
Salem, Oregon 97301

I-405-8(18)303
7096

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 2, 1967 letter transmitted three items for inclusion in the subject program. These items are approved effective today as Stage 2 Construction Phase projects:

Item	Project	Location	Work
491	I-80N-2(37)39	Multnomah Co. Line-Cascade Locks	Pave
492	I-5-5(36)260	Woodburn Int.-Hayesville Int.	Gr. pave
493	I-405-8(18)303	Willamette Riv.-N.W. Johnson	Sewer & demo.

On Item 491, I-80N-2(37)39 Multnomah County Line to E. Cascade Locks Section, our approval is with the understanding that consideration will be given to placing the additional pavement stage construction with a plant-mix seal.

The adjustment of several signs is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received shortly.

On Item 492, I-5-5(36)260, Woodburn Interchange to Hayesville Interchange Section, our approval is with the understanding that consideration will be given to placing additional pavement construction in stages under the optional procedure of the last paragraph on page 2 of a May 9, 1967 circular memorandum on this subject, with a plant-mix seal.

The adjustment of several signs and other work is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received in the near future.

On Item 493, I-405-8(18)303, Willamette River-N.W. Johnson St. Section, you are authorized to proceed with utility and railroad preparatory work effective today.

This project qualifies under Section B-3 of IM 50-2-65.

Some sort of interim agreement should be obtained for demolishing the S.P. & S. non-operating property building rather than merely obtaining a permit of entry.

(more)

REFERRED TO
Morgan · Young · [illegible]
BY ASST. STATE HWY. ENGR.
5-25-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This action provides for improvement to 17.401 miles of Interstate System at a total estimated cost of $6,450,000 of which $5,939,000 is reserved as Federal-aid Interstate funds.

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

RECEIVED
MAY 9 1967

I-405-8(18)203

7096

Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Poese
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

May 3, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-0(72)303
7296

Wil R. - N W
Johnson St Sec

[illegible]

[illegible]

[illegible]

[illegible]

MNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-405 NW Johnson St. to Willamette R. (Portland) 21 65	**ADT**	PRESENT 45,000	FUTURE 72,000 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Storm Sewer & Building Demolition 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Mu	
	NAME OF URBAN AREA 17-31 Portland		ROUTE NO. I	FEDERAL-AID I-405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-405 NW Johnson St. to Willamette R. (Portland) (Willamette R.- NW Johnson St. Section) #7.96			
5					**ROW**					
5					**CONST** (CODE)			0.62	500,000	460,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.62	500,000	460,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

R. 65	**ADT**	PRESENT 45,000	FUTURE 72,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 493 (14) (16)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 405-8(18) 7 13	I. Projects Only POST MI. 303 (24) (26) DESIG. 27

COUNTY NAME Multnomah CODE 051 (14) (16)

ROUTE NO. I FEDERAL-AID I-405 (32) STATE (36) U.S. (37) I-405 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Construct 48" to 42" storm sewer with manholes and required connections. Bldg. demolition, foundations and debris removal.
ion)						ROW-200' normal; access control-full; parking restrictions-complete. utility and RR-adj. req. incl. prep. work.
	0.62	500,000	460,000	40,000		
	0.62	500,000 (16) (23)	460,000 (24) (33)	40,000		

REMARKS

Additional Data: Items 35 and 35-C, Projects I-405-8(1)301 and I-405-8(3)302.

USCOMM DUSCOMM-DC 48905-P61

Additional Project Data:

The proposed project consists of construction of a 48" to 42" storm sewer with necessary manholes and connections to provide main drainage for the section of highway to be constructed in the near future as well as the section now under construction, demolition of building and the removal of foundation, concrete slabs and debris left from prior demolition work. The sewer installation and demolition work is being programed to facilitate the roadway construction phase by early right of way clearance.

Railroad Data

Name of Railroads	SP & S Ry.	Portland Terminal RR Co.
No. of Tracks	4	4 (2 main)
Train Movements	(almost constant day and night)	
High Speed	none	none
Existing Protection	(2 day and 1 night watchmen on the existing street crossing)	
Proposed Protection	Grade separation (Freemont Bridge)	
Railroad Benefits	None. The existing crossing will remain in use.	

FORM E-123X 50M 7-66

RECEIVED
MAR 23 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(1 8)303

7096

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1967

Spokane, Portland & Seattle Railway Co.
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Re: Right of Way and Easement
R/W File 35105 (SP & S RR)
Fremont Bridge Section
Stadium Freeway-Multnomah County

Gentlemen:

On March 17, 1967, I handed to your Mr. LaSalle four copies of our description of right of way and easement for File 35105 dated March 2, 1967, and four prints of a portion of our Right of Way Map No. 1A-16-22 showing the property included in this description. As soon as our appraisals are complete, we will make a firm offer for this property. Please prepare the necessary documents allowing the State to install this storm sewer, ~~as shown on the enclosed map,~~ and to build the structure over this area.

The alignment of the storm sewer as shown conforms to the alignment shown on the preliminary plans transmitted to you with our letter of December 16, 1966. If you desire us to make any changes in the preliminary plans or the proposed taking, please advise this office as soon as possible, rather than by June 14 as previously advised, so that these changes may be incorporated into the final construction plans and any revision in our appraisals may be made. Your cooperation in this regard will be greatly appreciated.

We intend to open bids for the storm sewer project on June 15, 1967.

Very truly yours,

F.D. Morgan
Construction Engineer

By [illegible]
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:sg
cc: F.B. Klaboe
D.H. Moehring
A.E. Johnson
J.J. Smith
Jack Hesla

RECEIVED
MAR 20 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-4-E-5 18 3C3
7096

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 17, 1967

Portland Terminal Railroad Company
Room 209 Union Station
Portland, Oregon 97209

35106

ATTENTION: Mr. J.H. Jones
Manager

Re: Permanent Easement for Structure and
Storm Sewer
R/W File 35106 (N.P.T. Co.)
CHANNEL - N.W. JOHNSON SEC.
~~Fremont Bridge Section~~
Stadium Freeway - Multnomah County
YOUR FILE: T-2
S-2

Gentlemen:

This is in reply to your letter of February 17, 1967 in which you ask if the proposed storm sewer location shown on our plans transmitted to you with our letter of December 16, 1966 will encroach on right of way owned by the Portland Terminal Railroad Company.

Herewith for your information and use you will find four copies of our description of easement for structure and storm sewer for File 35106 dated January 28, 1967 and four prints of a portion of our R/W map No. 1A-16-22 showing the property included in this description. Our appraisals have been completed for this property and the State is prepared to offer the railroad the sum of $100 as consideration for this easement. If this is satisfactory with the railroad, please prepare the necessary documents allowing the State to install the pipe beneath and the structure over your tracks.

NOTED
F. B. KLABOE

The alignment of the storm sewer as shown conforms to the alignment shown on the preliminary plans previously transmitted. If you desire us to make any changes in the preliminary plans, please advise this office by April 21, 1967, rather than by June 14 as previously advised, so that these changes may be incorporated into the final construction plans. Your cooperation in this regard will be greatly appreciated.

We intend to open bids for the storm sewer project on June 15, 1967.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:eg
cc: F.B. Klaboe
A.E. Johnson
R.W. Mesla
Enc.

C

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(1)303
7096

March 17, 1967

Parsons, Brinckerhoff, Quade & Douglas, Inc.
165 Broadway
New York City, New York 10006

Attention: Mr. Alfred Hedefine

Subject: Fremont Bridge
Proj. I-405-8(1)301
Br. No. 2529

Gentlemen:

The four additional sets of functional plans consisting of Dwgs. Nos. PD1 through PD5, inclusive, have been received; however, we still have not received the additional copies of the Dames & Moore foundation report requested at our meeting on March 8, 1967.

I am enclosing two copies of a Memorandum of Meeting which I prepared covering our meeting on March 8th. I am also enclosing two copies of a memorandum prepared by the Bureau of Public Roads covering the meeting.

Some of the material listed on page 2 of my memorandum is being sent under separate cover - the material being prints of the proposed outfall sewer on the west side of the river into which deck drainage can be carried. This contract is scheduled to be awarded on June 15th of this year. Two reduced-size prints each of Sheets 5B, 5S and 5SA are enclosed, indicating an outfall sewer previously constructed on the east side of the river which can be used for the discharge of deck drainage.

A discussion with the Portland fire marshal has been held and he desires dry standpipes similar to those placed on another structure in Portland. I am enclosing two prints of Dwg. No. 21243 indicating the general type of installation for Piers 1E and 1W. If possible, these pipes should be enclosed in the concrete pier shaft.

Items 3, 4 and 5 listed on page 2 of my memorandum are being studied now by our Traffic Department and the material will be sent you at the earliest possible time.

NOTED
TOM EDWARDS

Two prints of a proposed railroad and street crossing relocation in the vicinity of Pier 2W are enclosed with four additional title sheets and two mylar films of the project title sheet being sent you under separate cover.

The functional plans are now being studied by this office as well as the Bureau of Public Roads and you will be notified of the results of this study in the near future; however, it may be well to mention some items at this time. One item causing concern in this office is the general shape of Piers 2E and 2W which will be adjacent to piers on the approaches. It is our belief that further study of the general shape is warranted to move the shafts away from the bridge centerline in order to eliminate the cantilever cap. Maximum compatibility between Piers 2E and 2W and the adjacent approach bents from an appearance standpoint should be achieved. I would suggest consultation with the approach consultant to the end that a pleasing result is obtained.

It is our belief that further study of the foundation data at Pier 1E should be made in developing final details with particular reference given to permeability, which may or may not require a seal, and the difficulty of installing sheet piling in the very dense gravel formation. At Pier 1W, a further study of the proposed footing elevation of -20 should be made in view of the easily erodable material indicated by test borings and the proximity to the riverbed at the harbor line. A profile of the existing fill slope under the timber dock floor and riverward from the pier location will be obtained and furnished you as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:mb
Encls.
cc: Tom Edwards
Bureau of Public Roads
Att.: Roy Tokerud

I-80N-5(29) Pendleton Sec. of Old Ore. 1967
204 Tr. from Reith Hill to E. Pendelton
Interch.(Pav., Grad.) Folder #5
1097

(4A)
3007
2958
3237
3497
3554
3754

R/W 20800

RR-659

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

1.17

STATE COPY

cc: OSHD (H S Coul[illegible])
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4 2 76

REGION NO. 10	REPORT NO. 3	COUNTY ~~Umatilla~~	DIVISION Oregon
DATE OF REPORT 4	REPORT MADE BY R. A. Nichols, AreasEngr		PROJECT NO. 29 I-80N-5(22)204
COMPLETION DATE 9/22/70	ACCEPTANCE DATE BY CONTRACT AGENCY NA	TIME ELAPSED 100 %	CONTRACT TIME NA
APPROVED EXTENSIONS NA	LOCATION The project work is located on and adjacent to right of way for I-80N in Pendleton		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 22 1976
Washington

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Utility Adjustment

RECEIVED
STATE HWY ENGR
APR 23 '76
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICH[illegible] R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 4/21/76	TITLE District Engineer	DATE 4-22-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7097

March 20, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, CT 06108

Gentlemen:

A post-final payment for $973.37 will be made to Rogers Construction, Inc., on Contract No. 7097 for work on the Pendleton Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,904,920.09 including the post-final payment. Of the total, $31,239.23 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc: Gerlinger, Arnold & Reger Co.
201 American Bank Building
Portland, OR 97205

Rogers Construction, Inc.
P. O. Box 16537
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7097

STATE OF OREGO

INTEROF E MEMO

TO: John A. Bond
Construction Administration Engr.

DATE: March 1, 1974

FROM: V. E. Skoog, Fiscal Officer, OREDOT

SUBJECT: Retainage from Contracts
Rogers Construction Co.

Railroad billings for the four projects referred to in your memo dated February 27, 1974, were submitted to the State of Nebraska for a cooperative audit of UPRR costs.

The completed audit report was received from Nebraska on January 22, 1974, and since that date final billings have been in the process of final analysis to adjust the UPRR billings as recommended in the audit report. The final billings are now being paid to the railroad; therefore, the release of retent with final adjustments of the amounts due and the payment voucher will be made within the next week.

VES:njc

cc: H. S. Coulter
Vince Gallagher

[illegible]
MAR 4 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

[illegible] S

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1974

SUBJECT: Railroad Protective Retainage
Four Projects
Rogers Construction Company

To: Vern E. Skoog
Fiscal Officer

From: J. A. Bond
Construction Administration Engineer

In accordance with our conversation of this morning, I am sending herewith a list of four contract projects performed by Rogers Construction Company and showing amounts which our Contract Payments Section records indicate are still being retained to cover railroad protective costs. This matter came up last week in a discussion in Mr. Johnsen's office with George Schweizer of the Rogers Construction Company concerning another project. You will note the four projects shown on the attached listing were completed from 1967 to 1971 so this is getting to be pretty old business. Is there anything we can do to get these finaled out?

JAB:lb
Enc.
cc: H. S. Coulter ✓
Vince Gallagher

RECEIVED
FEB 28 1974
Office of
Assistant State Highway Engineer

K

Railroad Retainage Held ON;
Rogers Construction Company

Contract 6729, Oxman - Bubbs Ranch Section
Amount Held: $500.00 Contract Work Completed: June 14, 1967
Letter to U.P.R.R. dated June 21, 1967 requesting final billing on or before October 13, 1967.

Contract 6976, Bonneville - Hood River County Line Section
Amount Held: $2000.00 Contract Work Compleded: Nov. 26, 196
Letter to U.P.R.R. dated December 10, 1969 requesting final billing on or before March 26, 1970.

Contract 7097, Pendleton Section
Amount Held: $1500.00 Contract Work Completed: Feb. 11, 1970
Letter to U.P.R.R. dated March 4, 1970 requesting final billing on or before June 11, 1970.

Contract 7274, 10th St. - S. Pendleton Interchange Section
Amount Held; $20,000.00 Contract Work Completed: Jan. 19, 1971
Letter to U.P.R.R. dated January 21, 1971 requesting final billing on or before May 19, 1971.

Note: Letter to Railroad allows 120 day for railroad to submit full billing.

2-22-71

RECEIVED
JAN 17 1973
FOR FILING

7097

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 12, 1973

In reply refer to: 10-35-EC

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(20)204 (Right of Way)
and I-80N-5(29)204 (Construction)
Pendleton Section

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

We concur in the relinquishment to Umatilla County of the properties described in Mr. Oakes' letter received January 9, 1973 under the provisions of State-County Agreement of March 8, 1966.

NOTED
F. B. KLABOE

orig

REFERRED
STATE HIGHWAY ENGINEER
1-16

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1972

7097

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 20, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwih, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(20)204, I-80N-5(29)204,
I-80N-6(30)213, I-80N-6(43)213 and FU-170(20)
Pendleton, 10th Street.-S.Pendleton, & Pendleton-
Emigrant Hill Sections
Relinquishment of Excess Right of Way

We hereby concur in the relinquishment and assignment and/or grant of easement necessary to comply with the provisions of the January 25, 1966 throughway agreement with the City of Pendleton. This is as described in the attachments to Mr. Oakes' December 12, 1972 letter.

12-22-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
TOM EDWARDS

December 12, 1972

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: Files 38880 et al; 39113; 39116; 41459; 39094 et al
Pendleton-Emigrant Hill Section; 10th St.-S. Pendleton Int. Section;
Pendleton Section, Old Oregon Trail Highway, Umatilla County

R/W Projects (I-80N-6(30)213 and I-80N-5(20)204); Construction Projects (I-80N-6(43)213, F-U-170(20), I-80N-5(29)204)

By an agreement dated January 25, 1966, the State of Oregon by and through its Highway Commission and the City of Pendleton entered into a construction throughway agreement to provide for the interruption to the City Street System due to the construction of the freeway and for the relocation of utility lines which may also be interrupted by said project.

Under Item 4 of "Things to be done by the State" certain streets or avenues are to be relinquished to the City when construction is complete and under Item 2 of Things to be done by City, utility lines are to be relocated.

On the attached maps, areas being relinquished for city streets and easements assigned or granted for utility lines are color coded on page 1. The Deed of Dedication covers property acquired specifically to realign a city street under the option provision that the completed street be dedicated to the City.

We request your concurrence in this relinquishment and assignment and/or grant of easements.

JRO:mc
Attachments

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-4620

GENERAL COUNSEL DIVISION

PETER S. HERMAN
SENIOR COUNSEL

LOUIS S. BONNEY
HAROLD E. BURKE
ROBERT D. GEDDES
KATHRYN V. KELTY
WILLIAM T. LINKLATER
ED NORDYKE
TAISTO A. PESOLA
RICHARD W. SABIN
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

DALE T. CRABTREE
PHILIP J. ENGELGAU
GEORGE L. EVANS
CLARENCE R. KRUGER
JOHN H. SOCOLOFSKY
ASSISTANT ATTORNEYS GENERAL

RECEIVED
[illegible] 1972
FOR FILING

7097

March 22, 1972

401

Mr. E. S. Hunter
Assistant Highway Engineer
State Highway Building
Salem, Oregon 97310

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAR 28 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Re: R-39094
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Dear Mr. Hunter:

The agreement with the city of Pendleton for the relocation of certain city sewer and water lines and the reconstruction of some city streets involved the purchase of right of way outside of the right of way needed for the interstate highway to accommodate these facilities in the streets. The agreement with the city provided specifically that the state would deed to the city property acquired for the relocation of the city streets. At the time the agreement was entered into it was not known that the state would be acquiring the property for the city to relocate its utilities on. The agreement did provide that the state would reimburse the city for the relocation of its utilities and after the agreement had been signed it became apparent that it would be much cheaper in the long run for the state to acquire this right of way for the utility relocation outside of the highway right of way at the same time it acquired highway right of way. One of the reasons this was feasible is that much of the property acquired was remainders of lots that would not of otherwise been acquired.

The documents are now being prepared to deed either the fee or easements on these parcels to the city of Pendleton. The excess property or the right of way that was acquired for the city of Pendleton was acquired in both easement form and in fee. In cases where we did not have the remainder that we could take in fee an easement was acquired. In preparing the documents to

NOTED
E. S. HUNTER

Hall
checks out, if suggestion
appears ok R/W to
commission and draws
EdN

turn this property over to the city of Pendleton the Description Department has prepared descriptions on approximately 20 some files all of which are in the form of an easement even though the Highway Division acquired some of the property in fee. It would be my recommendation that the Highway Division divest itself of all title of these parcels outside of the interstate highway right of way inasmuch as they have no need for them and there is no reason why the city of Pendleton should not have the title that the Highway Division acquired. The fact that fee title was acquired on some of the files as a matter of convenience does not mean that the Highway Division should retain any interest in the files. Until the Description Section has instructions to the contrary, they only have authority to prepare easements.

I would therefore suggest that on all of these files that the Highway Division divest itself of all interest in the property outside the highway right of way whether it be easement or fee so that there will not be confusion in the future. The Highway Division I'm sure does not wish to maintain ownership of an underlying fee where the city has a sewer and water line on the property.

If you have any questions on this matter, either myself or Mr. Phil Preston in the Utilities Section can give you any information you may need. I understand that it will be necessary for you to approve the divesting of complete title on these files before the Description Department will change the descriptions to match the interest acquired by the state.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ljh

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

SEP 1971

I-38N-5(27)

7097

September 23, 1971

Mrs. Eva M. Barnes
Post Office Box 487
Pendleton, Oregon 97801

Dear Mrs. Barnes:

We are enclosing our check in the amount of $393.65 to cover your cost of repairing your sewer line which was damaged by highway construction.

Payment was authorized by the Highway Commission at its meeting on September 8, 1971.

Very truly yours,

V. E. Skoog
Controller

By:

ORIGINAL SIGNED BY
D. B. TAYLOR

D. B. Taylor
Assistant Controller

DBT:bg
Enclosure

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
R. M. Bothman
L. H. Young
F. D. Morgan
L. I. Lindas
H. S. Coulter

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 11, 1971

Mrs. Eva M. Barnes
Post Office Box 487
Pendleton, Oregon 97801

Dear Mrs. Barnes:

Thank you for your letter concerning damages to your sewer in the amount of $393.65. I have asked the Highway Division to investigate the situation and advise me of their findings. They report that from physical inspection in the field there is nothing to indicate improper procedures on the part of the State's contractor or employees. The Division recognizes, however, that the contractor did operate equipment in the area and that due to circumstances it is difficult to ascertain just who might be responsible.

The Highway Division further informs me they will recommend to the Highway Commission that you be reimbursed for this expense. This will have the Commission's attention on September 7 and you will be advised immediately thereafter.

Sincerely

Governor

TM:mf
bcc: Highway Division

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 4, 1971

SUBJECT:
More on Eva Barnes
Pendleton
Broken Sewer Line

To:

Tom Edwards
Deputy State Highway Engineer

Building

District Engineer Oswald contacted Mrs. Barnes personally.

Mrs. Barnes stated that both she and the plumber feel that the Rogers Construction crew tearing up the street, dumping rock, watering the grade, and the vibrations from the heavy equipment caused the sewer rupture. She further stated that the excavation did uncover the sewer pipe.

Bill Ferguson denies that the excavation uncovered the pipe. Mrs. Barnes had the piece of broken sewer and showed it to our District Engineer.

District Engineer Oswald told Mrs. Barnes that he would transmit her information to Salem and that she would hear from the Highway Division soon. She stated that the Governor had already acknowledged her letter by postcard.

I still recommend that our activity in the area contributed to the rupture of the sewer. Since partly guilty is like partly pregnant, I revised my recommendation of yesterday and suggest our Right of Way people settle with Mrs. Barnes, even going to the full amount of the bill if necessary.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mp

RECEIVED
AUG 4 '71
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-724

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1971

SUBJECT: Interim Report
Eva M. Barnes
Sewer Damage, Pendleton
10th Street-South Pendleton
Interchange Section
Oregon-Washington Highway No. 8

To: Tom Edwards
DEPUTY STATE HIGHWAY
ENGINEER

Mrs. Barnes is working and will be unable to contact until after 5:30 P.M., August 3, 1971.

Eva Barnes owns a house on SE 9th street in Pendleton, between Frazer and Emigrant Avenue

A section of new construction was recently completed in the vicinity. The new alignment crosses 9th street at grade and approximately splits the block between Emigrant and Frazer.

Sometime during the fall or winter of 1970, the sewer lateral to the Barnes house was damaged. The damage was repaired on December 2, 1970, by Wheeler Plumbing and Heating. The repair was to a 3" hole in the 4" diameter orangeburg sewer pipe. The sewer was approximately 3 feet below the surface of the road. Above the sewer, approximately 1 foot, was a water line.

The repair to the sewer was witnessed by representatives of the City of Pendleton, Rogers Construction and Bill Ferguson, Resident Engineer, OSHD.

On January 2, 1971, Barnes contacted Pendleton Water Department about the repair to the sewer lateral.

On March 20, 1971, Barnes wrote to State Highway Commission, LaGrande and stated that City of Pendleton refused to pay for the sewer repairs and she would like the states help in expediting reimbursement.

On March 30, 1971, a City of Pendleton letter to Barnes stated that the city did not repair or maintain sewer laterals. Pendleton refused to pay.

TOM EDWARDS

On April 1, 1971, Mr. A. Shirley replied to Barnes that since the State did minor grading on 9th Street and did not excavate to within a foot of the sewer line, and since the State did not damage the sewer, the State would not pay for the repairs. Mr. Shirley offered to discuss the matter if Barnes so requested.

On April 11, 1971, Barnes asked to discuss the matter.

On April 26, 1971, Shirley directed Bill Ferguson to contact Barnes but to deny any responsibility for sewer damage.

On April 29, 1971, Ferguson and Van Cleave called on Barnes and denied any responsibility for the sewer damage.

Summary;

Actual physical excavation was not made on 9th Street to the level of the orangeburg sewer lateral by OSHD or Roger Brothers Construction. The pipe was damaged. City of Pendleton denies responsibility, OSHD by the Regional office and by the Resident Engineer deny responsiblity.

Orangeburg pipe does not rot. Heavy construction activity was going on in the vicinity. Excavation for a 36" storm sewer was carried out on 9th Street. Also a manhole installation and related activities. Something moved that resulted in the fracture of the sewer pipe.

Although the State and the contractor did not directly cause the damage, I believe the pipe would not have been damaged if the construction work and the related work was not being carried on in the immediate vicinity.

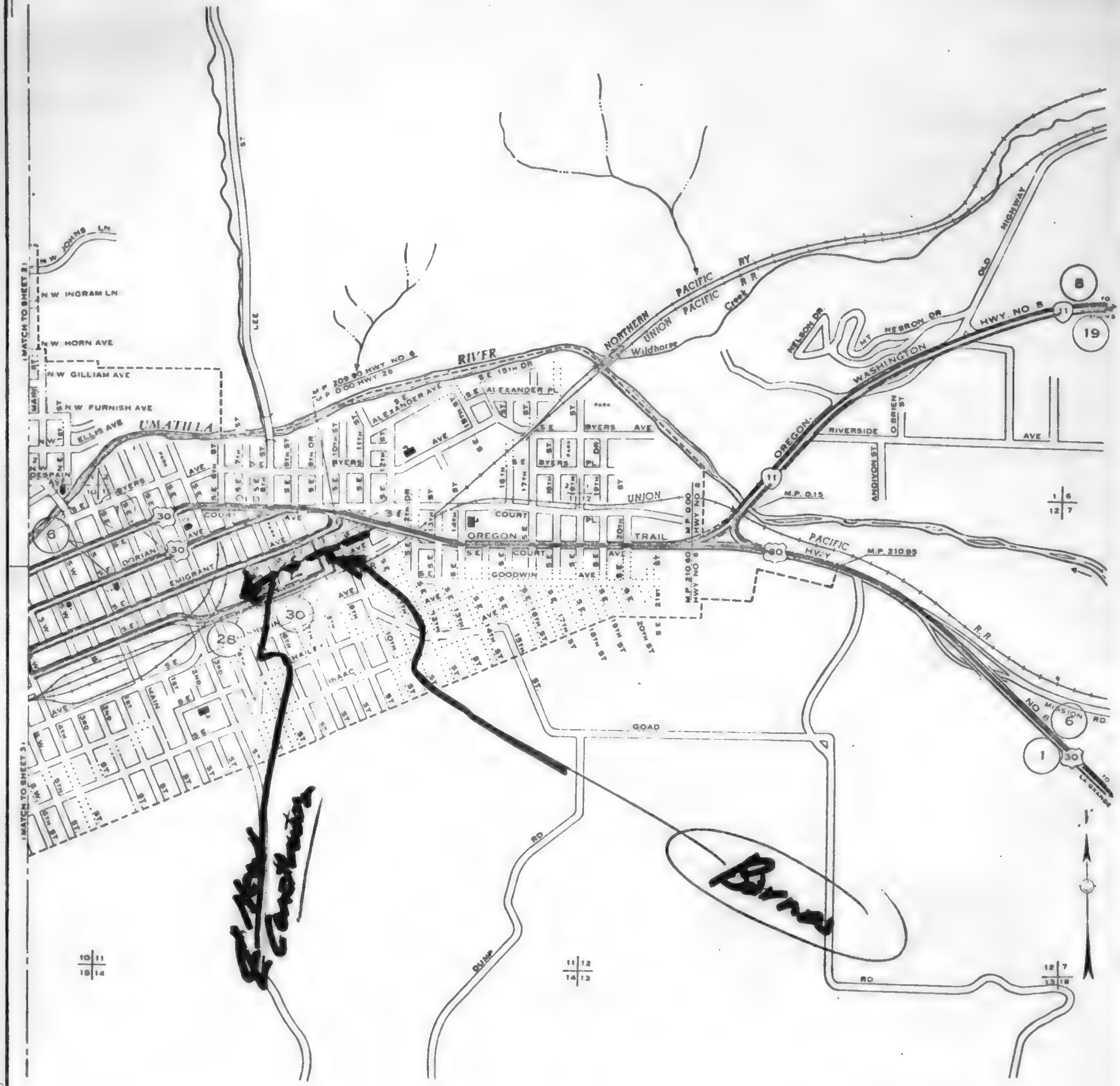
I recommend we pay one half of the $393.65, cost $196.80, if Barnes will release us from any further claims.

Robert N. Bothman
Maintenance Engineer

By

Carl M. Williams
Maintenance Services Engineer

CMW:rr



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Black)
PRIMARY	⓪	
SECONDARY	(000)	
OTHER	CO	N.F.D.

SIGNED ROUTES

INTERSTATE
US
ORE

LEGEND

Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

PENDLETON

UMATILLA COUNTY, OREGON

Prepared by the
OREGON STATE HIGHWAY DEPARTMENT

In cooperation with the
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 14,253

Scale in Feet

Revised September 1964

SHEET ARRANGEMENT

SHEET 4 OF 4 SHEETS

August 6, 1971

Oregon State Highway Commission

Gentlemen:

Mrs. Eva M. Barnes of Pendleton has filed claim through the Governor's office for $393.65, which represents repair costs to her sewer that she says was damaged by the Pendleton Bypass construction project.

We have looked into the matter and cannot positively identify the responsibility; however, the contractor did work in this vicinity and it is impossible to say that he did or did not cause the damage.

The contract is completed and the contractor released. Because of the uncertainty of the situation, I recommend that Mrs. Barnes be reimbursed for her expense in the amount claimed.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
R. N. Bothman
V. E. Skoog
L. H. Young
F. D. Morgan
L. I. Lindas
H. S. Coulter

BARNES TO HWY 8/2

[illegible]

RECEIVED
AUG 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Eva M. Barnes
P.O. Box 487
Pendleton, Oregon 97801
July 29, 1971

cy to Bothman for Report
8-3-71

Governer Thomas McCall
Office of the Governer
State Capital Building
Salem, Oregon

Dear Sir,

I am referring this matter to you personally because of the inefficiency and dissatisfaction I have experienced at local levels.

The matter I am reffering to is the damage done to the sewer line at a residence owned by myself. The residence is located at the base of the interchange on the Pendleton By-pass project.

The damage consisted of a large rock forced through the line thus partially blocking the pipe. This type of damage could only have happened during the earthwork for the interchange.

The cost of repair for the line amounted to ($393.65) Three hundred and ninety three dollars and sixty five cents.

I sent the invoices and bill to both the City of Pendleton and the State Highway Department so that they could settle between them as to settlement of the damage costs, because both departments had done earthwork in the proximaty of the damage. The next month came around and I received a bill from the company who had done the repairs for the ($393.65) and I was forced to settle for damages done by either the State Highway Department or the City of Pendleton.

You, sir, are my last resort as I seek only what I feel is fair. And that is a settlement from either the State for the damages or help in securing settlement from the City of Pendleton.

Mr. Governer, I have a son attending Oregon State University, and another who will soon join the ranks of the college students. And with expenses as large as these I cannot afford such a drain as this.

Therefore, Mr. Governer, I am asking your assistance in getting a just settlement in this matter.

Thankyou for help and cooperation.

Sincerely,

Eva M. Barnes
Eva M. Barnes

AUG 2 197

R
AUG
OFFICE
STATE HIGHWAY

7177

STATE COPY

cc: OSHD (A. E. Johnson)
Region
Wash-DC Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

2-19-71

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

1a

REGION NO. 8	REPORT NO. 27	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 2-17-71	REPORT MADE BY D.F. Kamnikar, Hwy Engr Trainee		PROJECT NO. I-80N-5(29)204
COMPLETION DATE 6-10-70	ACCEPTANCE DATE BY CONTRACT AGENCY 6-12-70	TIME ELAPSED 100 %	CONTRACT TIME 573 Calendar days
APPROVED EXTENSIONS See below	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. L.

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

This contract specified a completion date of October 23, 1969, but due to stop work orders, quantity overruns and price agreements with significant late charges, the contractor was unable to complete the contract work until 2-10-70. A 22-day time extension was granted on March 18, 1970, and a 16-day extension on June 16, 1970, bringing the contract expiration date to November 30, 1969. No time was charged after November 30 and the project was opened to traffic on November 10, 1969.

The final contract amount was $7,905,446.72, an underrun of less than 1%. There were 31 price agreements issued and approved and are documented in the files.

The State has submitted the PR-47, Laboratory Materials Certification, and the Construction Engineer's Statement.

The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work. Acceptance of the project is recommended.

RECEIVED
2
OFFICE OF
ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R A Nichols R. A. Nichols		SIGNATURE Original signed by Glen L. Green Engineering Coordinator R. E. Simpson	
TITLE Area Engineer	DATE 2-17-71	TITLE Division Engineer	DATE 2-19-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
SEP 18 1970
FOR FILE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

September 16, 1970

Cascade Natural Gas Corporation
222 Fairview Avenue North
Seattle, Washington 98109

ATTN: Edward Niederer, Jr.

Re: Additional Work
Gas Line Adjustment
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)176
Contract No. 7097

Gentlemen:

Your August 12, 1970, request for payment for additional work on this section has been approved by the State and the Federal Highway Administration.

Your bill is now being processed for payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible]

T. W. Litchfield
Railroad & Utility Engineer

cc: Cascade Natural Gas Corp. - Pendleton

PGP:djg
cc: R. E. Simpson
A. E. Johnson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
H. S. Coulter "
H. M. Fillmore "

Note to H. S. Coulter: Please have a Supplemental State Force Order prepared and submitted for this work (Project No. I-80N-5(22)176, prefix 630-1093). Return one copy of bill with SFO.

NOTED
A. E. JOHNSON

RECEIVED
SEP 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

9-10-70

FORM PR-1240
(REV. 3-67)

SEP 16 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-80N-5(22)204

STATE PROJECT NO. PENDLETON SECTION - ADJUSTMENT OF UTILITIES

FROM:
R. E. SIMPSON, DIVISION ENGINEER
~~SALEM, OREGON~~

PROGRAM NO.

ITEM NO. 1-465

COUNTY NAME UMATILLA

PROGRAM STAGE (Check) ☐ 1 ☒ 2

~~TO:~~
I-80N-5(22)
7099

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTED F. B. KLABOE

Young 9-15-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE SEPTEMBER 16, 1969	FEDERAL ROUTE NUMBER INTERSTATE 80N STATE ROUTE NUMBER STATE ROUTE #6

LIMITS OF AUTHORITY OUR PROGRAM MEMORANDUM OF 9-2-66 AUTHORIZED YOU TO PROCEED WITH THE PREPARATORY WORK FOR UTILITY ADJUSTMENTS. OUR AUTHORIZATION OF 9-22-67 AUTHORIZED YOU TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR THE CASCADE NATURAL GAS COMPANY'S UTILITY ADJUSTMENT. YOU ARE NOW AUTHORIZED TO PROCEED WITH THE REPAIR AND READJUSTMENT OF THE CASCADE NATURAL GAS COMPANY'S FACILITIES EFFECTIVE SEPTEMBER 16, 1969. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $22,166.86, IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) READJUSTMENT OF UTILITIES
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE ABOVE AUTHORIZATION IS SUBJECT TO THE APPROPRIATE MODIFICATION OF THE PROJECT AGREEMENT AND AVAILABILITY OF FEDERAL FUNDS.

IT IS RECOGNIZED THAT THE ABOVE UTILITY READJUSTMENTS ARE REQUIRED BECAUSE OF STREAM EROSION RESULTING FROM CONSTRUCTION WORK ACCOMPLISHED UNDER CONSTRUCTION PROJECT 1-80N-5(29)204 AS DESCRIBED IN MR. LITCHFIELD'S AUGUST 26, 1970 LETTER AND THEREFORE ELIGIBLE FOR FEDERAL PARTICIPATION.

BECAUSE WORK UNDER PROJECT 1-80N-5(29)204 IS COMPLETE AND WAS ACCEPTED FEBRUARY 1970 ANY FURTHER UTILITY ADJUSTMENTS AT THIS SITE MUST BE CONSIDERED A MAINTENANCE OBLIGATION AND AS SUCH, NOT ELIGIBLE FOR FEDERAL PARTICIPATION.

NOTED TOM EDWARDS

RECEIVED
SEP 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 9-10-70	SIGNATURE OF APPROVING OFFICIAL	TITLE for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 30 1970

FOR FILING

[illegible]
7097

July 30, 1970

Mr. Stanley Raffett
P. O. Box 282
Dufur, Oregon 97021

Dear Mr. Raffett:

Thank you for your letter of July 19 informing us that you have met with representatives of Rogers Construction, Inc., and have satisfied all claims which you previously filed against Contract No. 7097.

Our records indicate this is in connection with your claim for building a right-of-way fence in the amount of $1,838.55 filed against the Rogers Construction, Inc., Contract No. 7097 for work on the Pendleton Section of the Old Oregon Trail in Umatilla County.

This information will be noted in our records and we will advise all other interested parties of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gerlinger, Arnold & Roger Co.
201 American Bank Building
Portland, Oregon 97205

Commissioners

CWH:fkn

NOTED ON CARD
7-30-70
fr

Stan Reffett
P.O. Box 282
Dufur, Oregon 97021
July 19, 1970

State Highway Division
Commission Secretary
State Highway Building
Salem, Oregon

Attn: Mr. Floyd Query
Re: Your Letter July 2, 1970 - Rogers Construction, Inc.

Gentlemen,

Please be informed that on date named above, the undersigned met with representatives of Rogers Construction Inc., and resolved and satisfied all claims previously named against Contract No. 7097 for Labor and Equipment Rental.

Very truly yours,

Stanley Reffett

Stanley Reffett

Frank A. Farris

Witnessed

cc The Travelers Indemnity Co.
Gerlinger, Arnold & Reger Co.

NOTED
FLOYD QUERY

RECEIVED
JUL 21 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Stan Reffett
P.O.Box 282
Dufur, Oregon 97021

State Highway Division
Commission Secretary
State Highway Building
Salem, Oregon

Mr. Floyd Query;

Notice is hearby given to the Oregon State Highway Commission that I Stanley Reffett has a claim for building Right of Way Fence on the Pendleton Bypass Job Contract Number 7097 for Labor and Equipment Rental.

This work was done on a verbal agreement, which has not been satisfied to this date. The work was completed in October of 1969. I have made several attempts to get a settlement from the prime contractor which is Rogers Construction Inc. Portland, Oregon.

The work preformed was

Installing Type # 1 Fence ✓	$ 367.68 ✓
Installing Type # 2 Fence ✓	516.60 ✓
Rent on 3/4 Pickup Truck used on installing of Type CL = 6 Fence 480 Hrs. at $ 1.00 Per hour.	480.00
Unwarrented overcharge from last payment	474.27
Balance owing me is	$ 1838.55

Stanley Reffett
June 24. 1970

NOTED
FLOYD QUERY

RECEIVED
JUN [illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1970

Gen. Files

I-5CN-5(27)204
7097

FRANKLIN, BENNETT, DES BRISAY & JOLLES
ATTORNEYS AT LAW

WM. P. LORD, 1948
JAMES LANDYE, 1956

WESLEY A. FRANKLIN
BURTON H. BENNETT
GEORGE V. DES BRISAY
BERNARD JOLLES
VINCENT G. IERULLI
ROBERT M. CHRIST

BEN ANDERSON
OF COUNSEL

333 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205
TELEPHONE 226-4366

July 29, 1970

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

re: Marvin Leingang

Dear Sir:

Enclosed find our check in the sum of $22.80 in payment of the certified copy of Contract 7097 for work on the Pendleton Section of the Old Oregon Trail in Umatilla County.

Very truly yours,

W. A. Franklin
W. A. FRANKLIN

WAF:jkb
Enc.

7-30-70
check sent
to Acct with
O.S Billing form
Fran

RECEIVED
JUL 30 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 6 - 1970

FOR FILING

I-5IN ST.R

7097

July 14, 1970

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on July 7, 1970, confirmed granting an extension of 38 days on Contract No. 7097, without assessment of liquidated damages, for work on the Pendleton Section of the Old Oregon Trail in Umatilla County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc F. D. Morgan
V. E. Skoog
H. S. Coulter
C. D. Hiatt
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 16, 1970

In reply refer to 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(29)204, Pendleton Section
Request for Time Extension, Contract 7097

Further consideration, as requested in Mr. Klaboe's letter of June 15, leads to the conclusion that the overrun of 203,000 cubic yards in excavation and the change in plans (Price Agreements 17, 20, and 25) upon which we insisted because of safety justifies a time extension of 16 days.

The time extension is approved.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
JUN 18 1970
CONSTRUCTION
DIVISION

Payne
Swan
Glenn
Litchfield
Gallagher
Stein

NOTED
F. B. [illegible]

orig to Bond
w/ file
copies to Cooper
Skoog
6-18-70

RECEIVED
JUN 1 [illegible]
[illegible]
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1970

SUBJECT: Pendleton Section
Contract No. 7097
Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This job is completed with 38 days liquidated damages (at $300 per day). We requested Bureau of Public Roads' concurrence in a complete extension. They have approved 22 days which would leave 16 in effect.

I have now discussed the Bureau of Public Roads' analysis with Mr. Nichols. I find that the 22 days they approved are not based on any of our recommended reasons. They were agreeable to not assessing damages after the project was open to traffic. This occurred about November 10, so they, in effect, are approving extension for November 10 through November 30 (this does not check out by 1 day). The Bureau makes the point that structures work controlled the project progress most of the time. Because of this, they do not recognize the other reasons offered which were overruns (General Excavation and Topsoil) and added work (three late Price Agreements). The Bureau of Public Roads does not concur in the time for late awards. In this case, 2 days are justified for this reason and should be approved non-participating.

The 42-day stop work order on the West Pendleton Interchange area does merit our close consideration for extending the remaining 14 days (38 - 22 participating - 2 non-participating for late award).

Reasons against extension: The time involved (December 14, 1967 to January 25, 1968) was in the dormant no-count period anyway. Stop work applied to only a minority part of the project.

Reasons for: Assume contractor could come forth with a reasonable assumption of work that could have been performed. Ordered stop work is ordinarily an accepted reason for extension. Would be difficult to discredit in a close argument. Fourteen (14) days out of 42 is only one-third the time.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 18, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

Klaboe

SUBJECT: Oregon Project I-80N-5(27)187
Pendleton Section
Old Oregon Trail Highway
Contract No. 7097

Reference is made to Mr. Klaboe's January 28, 1970 letter and subsequent communication with your personnel concerning a time extension for the subject project.

A detailed review of the contractor's prosecution of the work on this project and other circumstances have been made and it has been determined that 22 of the requested 38 calendar day time extension are supportable for Federal-aid participation. A 22 day time extension is approved.

The basis for this decision centers principally on the manner in which the structure work was handled. Our engineers would be available to discuss the analysis in detail.

orig to Bond
w/ file
3-20-70

Routing
Morgan
Decker
Bond
Walker
Johnsen
Swan
Glenn

RECEIVED
MAR 23 1970
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

RECEIVED
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1970

SUBJECT: Pendleton Section
Contract No. 7097
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Rogers Construction Company has requested a 42-day extension for only one reason, the curtailment of work at the West Pendleton Interchange area at an early stage of the project. This is covered by Mr. Cooper's letters dated December 14, 1967 and January 25, 1968 to the contractor. In effect, this was a partial stop work order but since the project was just getting under way, grading was able to proceed in other areas and no structures work started until mid-March of 1968. It could therefore also be interpreted as just a right of way exclusion in a limited area. The contractor derives his 42 days simply from the interval of time between the dates of the two letters.

It may be difficult to get Bureau of Public Roads concurrence of an extension on just the above basis. They cite not only the lack of actual delay, but a procedure question of considering basic interchange design change after PS&E and contract approval. In reviewing the project progress, we find several other and perhaps better reasons for extension.

An earlier request for extension was made for the interruption of structures work at a railroad overcrossing structure (Rieth overcrossing). This was for time in March, 1969 when slightly restricted railroad clearance was discovered and the Commission, at its August 19, 1969 meeting, approved 7 days extension for this reason. This increased the time allowed on this project to 542 calendar workdays which expired October 23, 1969.

A delay in submitting the contract for signature justifies 2 days extension. Bids were received September 28, 1967 and the contract was mailed October 20, 1967. This delay was attributable to the railroad permit of entry.

General Excavation overran about 203,000 yards. The contractor's average production for the entire grading work (November 28, 1967 to June 6, 1969) was 5,680 cubic yards per calendar day. The overrun quantity would therefore justify 36 additional days.

The topsoil item overran approximately 20,000 cubic yards (14 percent). Some 7,000 yards of this overrun quantity had to be hauled in on a legal haul through traffic. This overrun of topsoil work is one of the late items (done in late September and early October, 1969) and seeding and mulching work has to follow it. The legal haul quantity alone justifies 5 additional days.

Three significant Price Agreements are also identified with late work on the contract.

Price Agreement No. 17 was negotiated in early 1969 to change the illumination pole bases from anchor bolting to slip plate bases. This Price Agreement followed the usual procedures, had tentative Bureau of Public Roads' approval and was approved and released to the contractor. Subsequently, the Bureau of Public Road objected to the extra cost involved ($28,000), so another change was made to, in effect, cancel the Price Agreement and revert back to the original plan. The steel poles and bases require several months lead time from the suppliers, with further delay from a labor strike in this instance, so the first poles were delivered to the project in early November, 1969, when the project was on penalty time.

Price Agreement No. 20 added guardrail anchors which required at least 3 days additional time also at a late stage in the project.

Price Agreement No. 25 made a slight change in the line and grade of the "A" Line at the East Pendleton Interchange to minimize headlight interference with the adjacent drive-in theater. Work involved in this change was done in late September, 1969. It involved 7 days, but some concurrent work was in progress.

This project is virtually completed. The completion date of record will be sometime during the current winter no-count period so we would expect the liquidated damages to remain at the current 38 days which represents the time between October 23 (when the extended time expired) through November 30 (start of the winter no-count period). Liquidated damages accrue at the rate of $300 per day and have been assessed in the amount of $11,400. We have not attempted to assign specific days to all of the reasons discussed above, but believe they collectively easily justify a 38-day time extension which would delete all liquidated damages. We have two rolls of progress charts showing major items.

This is a Federal-aid Interstate project. Rough draft letter to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
JAN 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc: V. L. Gallagher

W. RAY ROGERS • DONA[illegible] ROGERS • GENERAL CONTRACTORS • Tel. 503 [illegible]-5517
President Vice President-Treasurer

ROGERS

CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

September 12, 1969

Mr C.D.Hiatt,
Oregon State Highway Dept.,
Resident Engineer,
Pendleton, Ore 97801

OSHD Contract #7097

Dear Sir,

On December 14, 1967 your Department requested us to defer until further notice all activity on the structures at Sta 1246 and Sta 1265, these being the structures known as West Pendleton Interchange and Rieth UPRR Overcrossing.

Not until we received your letter of January 25, 1968 releasing us from this restriction were we able to proceed with our scheduled work program, after enduring 42 days of inactivity.

You will appreciate that this shutdown at these two key points at the start of the job not only delayed preparation of the footings for these structures but seriously disrupted our grading operation, which necessarily was planned to dovetail with the work on the structures. Thus, it will be seen that our entire operation was brought to a standstill by your stop order. Furthermore, it has not been possible, despite employment of multiple shifts and considerable overtime work, to recapture this lost time on our schedule.

In these circumstances we hereby request an extension of 42 Calendar Days on the above Project, which we consider will be needed to counterbalance the above enforced inactivity.

Very truly yours,
Rogers Construction, Inc.,

by:
Howard McInroe,
General Superintendent.

HMcI/cbr

RECEIVED
JUL 6 - 1970
FOR FILING

I-80N-5(27)264
7097

July 3, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed February 11, 1970, on Contract No. 7097. The contract was with Rogers Construction, Inc., and was for grading, paving, structures, signing and illumination on the Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 3, 1970, and that you concur in this procedure at the Commission meeting on July 7.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
I. D. Merchant
L. H. Young
H. S. Coulter

srb fn

RECEIVED
JUL 6 - 1970

FOR FILING

I-80N-5(29)-214
7097

July 3, 1970

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7097 awarded to Rogers Construction, Inc., for grading, paving, structures, signing and illumination on the Pendleton Section of the Old Oregon Trail in Umatilla County was completed on February 11, 1970, and accepted by the Highway Commission on July 3, 1970.

Final payment in the amount of $15,447.96 will be released to the contractor after July 10, 1970. The total contract amount is $7,903,946.72 including $31,239.23 for work performed under force account. We are retaining $1,500 to cover estimated Railroad protection costs.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gerlinger, Arnold & Roger Co.
201 American Bank Building
Portland, Oregon 97205

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
JUL 8 - 1970
FOR FILING

4534

Files

FILED
JUL 3 - 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7097

July 2, 1970

Mr. Stan Reffett
P. O. Box 282
Dufur, Oregon 97021

Dear Mr. Reffett:

This is to acknowledge receipt of your letter of June 24 informing us that Rogers Construction, Inc., owes you for building right-of-way fence in the amount of $1,838.55. From the description given in your letter, this appears to be in reference to the Rogers Construction, Inc., Contract No. 7097 for grading, paving, structures, signing and illumination on the Pendleton Section of the Old Oregon Trail in Umatilla County.

The Travelers Indemnity Company through Gerlinger, Arnold & Reger Company, 201 American Bank Bldg., Portland, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

NOTED ON CARD
7-6-70
cR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Travelers Indemnity Co.
Gerlinger, Arnold & Reger Co.
Rogers Construction, Inc.

bc Commission
Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUL 6 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Stan Reffett
P.O.Box 282
Dufur, Oregon 97021

State Highway Division
Commission Secretary
State Highway Building
Salem, Oregon

Mr. Floyd Query;

Notice is hearby given to the Oregon State Highway Commission that I Stanley Reffett has a claim for building Right of Way Fence on the Pendleton Bypass Job Contract Number 7097 for Labor and Equipment Rental.

This work was done on a verbal agreement, which has not been satisfied to this date. The work was completed in October of 1969. I have made several attempts to get a settlement from the prime contractor which is Rogers Construction Inc. Portland, Oregon.

The work preformed was

Installing Type # 1 Fence	$ 367.68
Installing Type # 2 Fence	516.60
Rent on 3/4 Pickup Truck used on installing of Type CL = 6 Fence 480 Hrs. at $ 1.00 Per hour.	480.00
Unwarrented overcharge from last payment	474.27
Balance owing me is	$ 1838.55

Stanley Reffett
June 24. 1970

NOTED
FLOYD QUERY

RECEIVED
JUN 29 1970
SALEM
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1970
FOR FILING

[illegible]
7097

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 25, 1970

Rogers Construction Co., Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Final payment on Contract No. 7097 has been withheld pending receipt of the Union Pacific Railroad Company's final bill.

In order to expedite your final voucher, we intend to withhold $1,500.00 as the estimated protection cost and release the balance. If the final railroad costs exceed the amount retained, we will bill you for the excess. If the railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

V. E. Skoog
Controller

VES:JJ:ms
Attachments

Approved: ____________________
Authorized Representative

cc: Clare Palmer
General Files
R. O. Cunningham
Vince Gallagher

RECEIVED
JUN 30 1970
FOR FILING

[illegible]
[illegible]

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

June 24, 1970

Oregon State Hwy. Dept.
Mr. C. D. Hiatt, Res. Engr.
216 S.W. Emigrant Ave.
P.O. Box 1071
Pendleton, Oregon 97801

Re: Contract 7097 Form PR-47

Gentlemen,

We have enclosed 2 additional copies of Form PR-47, in answer to Mr. Klaboe's letter of June 17, 1970. Please refer to your correspondence of October 30, 1969, and our correspondence to you dated January 9, 1970.

Very truly yours,

ROGERS CONSTRUCTION INC.

Chas. R. McInroe

Chas. R. McInroe
by Frank A. Farris

Encl.

cc Mr. F. B. Klaboe

6-29-70

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUN 30 1970
FOR FILING

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

June 24, 1970

Oregon State Hwy. Dept.
Mr. C. D. Hiatt, Res. Engr.
216 S.W. Emigrant Ave.
P.O. Box 1071
Pendleton, Oregon 97801

Re: Contract 7097 Form PR-47

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Very truly yours,

ROGERS CONSTRUCTION INC.

Chas. R. McInroe

Chas. R. McInroe
by Frank A. Farris

Encl.

cc Mr. F. B. Klaboe

6-29-70

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUREAU OF PUBLIC ROADS

APPROVAL EXPIRES SEPTEMBER 1, 1972

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

STATE 7097
STATE CODE 630-1098 [1]
COUNTY Umatilla ( )[2]
FEDERAL PROJECT NO. I-80N-5(29)204

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE			DATE STARTED
20	FINAL CONSTRUCTION COST	$	$	DATE COMPLETED
21	LENGTH OF PROJECT	MI.	MI.	TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.	3,242	170
2	AGGREGATES PURCHASED	TON[3] CU. YD.		
3	BITUMINOUS MATERIAL	GAL.	999,455	
4	LUMBER	MFBM		286,740
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	4,568,466	3,465,906
8	STRUCTURAL STEEL	LB.		2,157,750
11	READY-MIXED CONCRETE	CU. YD.		16,209
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] XXXXXX.	656,066	
16	MISCELLANEOUS STEEL	LB.		96,104
17	FENCING	LIN. FT.	105,558	
18	GUARDRAIL	LIN. FT.	28,832	
19	BRIDGE RAIL	LIN. FT.		8,272
9	PETROLEUM PRODUCTS	GAL.	660,000	60,000
10	EXPLOSIVES	LB.	55,000	
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,681,801.	1,673,201.
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	112,700.	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	105,000.	

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	394,693½	2,151,166.95

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	6 perf alum	9,777
	6 alum	1,462
	6 steel	73
	8 alum	112
	8 steel ctd	1,462
	12 alum	448
	15 alum	5,234
	18 alum	482
	24 alum	1,458
	36	4
13	CONCRETE PIPE	
	6	7
	8	546
	12	4,444
	15	2,317
	18	1,578
14	CLAY PIPE AND DRAIN TILE	
25	CORR. steel ~~XXXXXXX~~ CULVERT	
	24	944
	36	3,140
	48	368
	72	368
26	CAST IRON PIPE	
	8	250

[1] In BPR. [2] Insert "U" or "R" for Urban or Rural. [3] Strike out unit not applicable.

(Remarks: Attach plain sheet of paper)

USCOMM-DC

REV. 4-71

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

BUDGET BUREAU NO. 04-R2274
APPROVAL EXPIRES SEPTEMBER 1, 1972

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

STATE 7097
STATE CODE 630-1098 [1]
COUNTY Umatilla ( )[2]
FEDERAL PROJECT NO. I-80N-5(29)204

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE			DATE STARTED
20	FINAL CONSTRUCTION COST	$	$	DATE COMPLETED
21	LENGTH OF PROJECT	MI.	MI.	TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.	3,242	170
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4	LUMBER	MFBM		286,740
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	4,568,466	3,465,906
8	STRUCTURAL STEEL	LB.		2,157,750
11	READY-MIXED CONCRETE	CU. YD.		16,209
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] / ~~CU. YD.~~	656,066	
16	MISCELLANEOUS STEEL	LB.		96,104
17	FENCING	LIN. FT.	105,558	
18	GUARDRAIL	LIN. FT.	28,832	
19	BRIDGE RAIL	LIN. FT.		8,272
9	PETROLEUM PRODUCTS	GAL.	660,000	60,000
10	EXPLOSIVES	LB.	55,000	
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,681,801.	1,673,201.
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	112,700.	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	105,000.	

30	LABOR	TOTAL MAN HOURS 394,693½	GROSS EARNINGS 2,151,166.95

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	6 perf alum	9,777
	6 alum	1,462
	6 steel	73
	8 alum	112
	8 steel ctd	1,462
	12 alum	448
	15 alum	5,234
	18 alum	482
	24 alum	1,458
	36	4
13	CONCRETE PIPE	
	6	7
	8	546
	12	4,444
	15	2,317
	18	1,578
14	CLAY PIPE AND DRAIN TILE	
25	CORR. steel ~~XXXXXX~~ CULVERT	
	24	944
	36	3,140
	48	368
	72	368
26	CAST IRON PIPE	
	8	250

---

[1] By BPR. [2] Insert "U" or "R" for Urban or Rural. [3] Strike out unit not applicable.

(Remarks: Attach plain sheet of paper)

USCOMM-DC

RECEIVED
JUN 24 1970
FOR FILING

I-80N-5([illegible])[illegible]
7097

June 23, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
July 7, 1970 meeting

Rogers Construction Company, contractor on the Pendleton Section of I-80N, Contract No. 7097, in Umatilla County, has requested a 42-day time extension. The reason offered by the contractor relates to a lingering local controversy concerning the design and location of the West Pendleton Interchange.

After the project was contracted, some local interests requested further review of this feature of the project. To gain time to respond to these requests, we asked the contractor to delay work in the interchange area on December 14, 1967. The ultimate decision to proceed in accordance with the contract plan allowed this restriction to be lifted on January 25, 1968, or after a lapse of some 42 days. The project was in a very early stage at that time so no work had been started at the area in question and it is doubtful that any overall delay to the project resulted because work progressed in other areas.

In reviewing the progress of the project which is now complete, we find several other valid reasons for extension of time.

General excavation overran seven percent. Based on the contractor's average production on this item, this overrun would justify 36 additional days. A 14 percent overrun of topsoil at a late stage of the project would also justify some additional time as would the effect of three Price Agreements all related to safety which were added to the project at a comparatively late stage. These were changes in the illumination poles and bases, guardrail anchors, and a slight change in alignment at the East Pendleton Interchange connection to minimize headlight conflict on the adjacent drive-in theater.

Because of quantity overruns and additions to the contract, I recommend a 38-day time extension. This would delete all liquidated damages which have accrued at the rate of $300 per day to the amount of $11,400. This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads.

On June 22, Chairman Jackson gave his telephonic approval of the 38-day time extension and the matter will be on the agenda for your confirmation at the July 7 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

JAB:fw mc

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
H. S. Coulter

E-330 (Rev.)—5M—9-64.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 16, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 542 days to 584 days, within which to complete our Contract No. 7097, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to attached letter.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By
W. R. Rogers, President

CONSENT OF SURETY

Date September 17, 1969

We, The Travelers Indemnity Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean R. Petitt
Attorney-in-fact Dean R. Petitt

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7097 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Pendleton

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 38 days for contract quantity overruns (General Excavation and Topsoil) and late Price Agreements added (illumination, guardrail anchors and "A" Line revision).

Recommended for Approval:

Alfred Sherley J
Asst. Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

Klabo
Assistant State Highway Engineer

Contract No. 7097
Project designation I-80N-5(29)204 State-Federal
Date awarded Oct. 20, 1967
Work started November 28, 1967
Per cent completed 99 1-12-70 Date
No. of Calendar Workdays Allowed 535 + 7 = 542
No. of Workdays Used 580
No. of Added Workdays Requested 42

[illegible]

RECEIVED
JUN 15 1970
FOR FILING

I-80N-5(27)-004

7097

June 15, 1970

3442

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Pendleton Section, Contract No. 7097
Project No. I-80N-5(27)187

Your March 18 letter concurred in a 22-day extension of the contract time on this project. We understand this was for the days which accrued after the project was opened to traffic (November 10, 1969). Since the project was completed with a total of 38 days liquidated damages, this would still leave 16 days in effect. We ask your reconsideration of the other reasons for extension as set forth in our January 28 letter.

The quantity overruns in General Excavation and Topsoil are both significant. The General Excavation overrun, particularly, based on the contractor's average production through the life of the project, justifies 36 additional days because of the 203,000-cubic yard overrun. Price Agreements 17, 20 and 25 were significant late changes with delaying effects which occurred prior to the opening to traffic and, therefore, do not duplicate or are not concurrent with the 22 days already approved as described above.

We therefore ask your concurrence in an additional 16-day extension of time making a total of 38 days which would delete all liquidated damages on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
H. S. Coulter
JAB:fw srb

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1970

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer
OFFICE

On this date, I discussed with Robert E. Simpson, Division Engineer, Bureau of Public Roads, the time extension on Contract 7097, Pendleton Section, which has been the subject of considerable negotiation with the Bureau.

Mr. Simpson has now told me that if we would make another application, giving stress to such things as overruns in quantities (and anything else that you can think of), he will reconsider it.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Routing
Morgan
Decker
Bond
Walker
[illegible]
Johnson

RECEIVED
JUN 9 1970
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stem

B/
May 20

FORM E-36 50M 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 6, 1970

SUBJECT: Pendleton Section
Contract No. 7097

To: Mr. Forrest Cooper
State Highway Engineer
OFFICE

Called Simpson 11:20 AM
[illegible] Cooper

NOTED
R. L. PORTER

We recently requested the Bureau to approve a 38-day extension of time on this project. These 38 days would remove all liquidated damages. The Bureau has, in turn, approved an extension of 22 days which would leave 16 penalty days, at $300 per day, at a total of $4,800 in effect.

The Bureau did not agree to any of our recommended reasons. The 22 days they did agree to were those days on which damages were assessed after the project was opened to traffic.

One of the reasons for the extension that we felt was valid was a 42-day stop work order issued on the West Pendleton Interchange structure. Even though the time involved was in the dormant, no-count period, the structures on this project were a governing portion of the work and the contractor must have taken into account the fact that he could work on the structures during the no-count period.

We believe that the additional 16 days denied by the Bureau should be granted on the basis of the stop work order and it is suggested that you discuss this matter personally with Mr. Simpson. The file is enclosed for your benefit.

B/up
4-17

FBKlaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
John Bond

RECEIVED
JUN 18 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]
7097

May 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7097
Prefix 630-1098
FAP I-80N-5(29)204

Dear Sir:

The Emigrant Avenue corrective surfacing work under Contract No. 7097, Pendleton Section of the Old Oregon Trail Highway in Umatilla County, was completed on May 27, 1970.

We request that your office inspect the work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement

Date 6-12-70

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

VG:fw

cc: Forrest Cooper ✓
F. D. Morgan

RECEIVED
MAR 25 1970
FOR FILING

I-80N-5(29)
3197

March 25, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

3299

Dear Mr. Simpson:

Recently you advised that the pavement surface on Emigrant Avenue, which is a portion of the asphalt concrete work on the Pendleton section of the Old Oregon Trail Highway, FAP I-80N-5(29)234, is not in a satisfactory condition for acceptance of the project.

Corrective measures will be taken as soon as the weather permits to alleviate this situation. We will advise you when this work is completed so you can make the necessary inspection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Coulter

JHW:fw sr

STATE COPY

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29)

7077

G-1P

Contingent upon modification of project agreement if additional funds are required.

BY [illegible]

TITLE Dist Engineer

DATE

U. S. BUREAU OF PUBLIC ROADS

Form A-100-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3 Revised

Date March 10, 1970

Project Name Pendleton

Contract No. 7097

F. A. Project No. I-80N-5(29)204

Highway Old Oregon Trail

Prefix 630-1098

Account No. 278-03

County Umatilla

Description of Work To Be Done:
Temporary striping throughout project. Paint permanent traffic lines and markings throughout project.

Location by Station Numbers: 1083+00 - 307+00

NOTED
F. B. KLASS

Estimate of Quantities and Costs:

Temporary striping at actual cost		$ 3,180.40
Permanent striping as follows:		340.00
White solid line 4 inch	5 miles at current agreed unit prices	3,041.60
White solid line 3 inch	60 miles at current agreed unit prices	941.00
Whiteintermittent 4 inch	27 miles at current agreed unit prices	2,510.00
Incidental Pavement Legends	67 Hours at current agreed unit prices	
	Total	$10,013.00

Explanation: Work to be done by State forces. Temporary striping will be done on actual cost basis. Permanent striping will be done on agreed unit prices in effect at time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $9,808,662.65

Present estimate of project cost, including $10,013.00 for work under this order $9,808,662.65

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt, Resident Engineer

Approval Recommended: H. S. Coulter, Division Engineer

Approval Recommended: John O Bond for Construction Engineer or Bridge Engineer

Approved: A. T. Decker for Construction ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or Office Engineer.~~

Ref'd to Morgan 4-13-70

State Printing

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Routing
Morgan
Decker
Bond
Walker
Doehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 18 1970
CONSTRUCTION
DIVISION

February 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7097
Prefix 630-1098
FAP I-80N-5(29)204

Dear Sir:

All work under Contract No. 7097, Pendleton Section of the Old Oregon Trail Highway in Umatilla County, was completed on February 11, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement date 3-6-70

Conditions noted on above date:

The pavement surface on Emigrant Avenue is not satisfactory.

R. E. Simpson
Division Engineer

RECEIVED
MAR 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG/BMW:fw
cc Forrest Cooper
F. D. Morgan

I-80N-5(29)204

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Pendleton	WEEK ENDING: February 13, 1970
		SECTION PREFIX 630-1098
	HIGHWAY Old Oregon Trail	COUNTY Umatilla
NAME OF JOB Pendleton Section	KIND OF WORK Grading, Paving, Structures, Signing & Illumination	
CONTRACTOR Rogers Construction Inc.	CONTRACT NUMBER 7097	FEDERAL AID PROJECT NUMBER I-80N-5(29)204
DATE OF CONTRACT ~~[illegible]~~ Oct. 20, 1967	DATE WORK STARTED November 28, 1967	ESTIMATED COMPLETION DATE Feb. 10, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR Workdays 535 SPECIFIED COMPLETION DATE + 7 542	WORK DAYS USED CALENDAR DAYS Workdays Used 580 PERCENT OF TIME ELAPSED 107
PROJECT AUTHORIZATION: $ 9,808,662.65		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 9,111,157.75	ENGINEERING AUTHORIZATION $ 697,504.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 8,667,303.00	ENGINEERING COST TO DATE $ 748,812.77	DATE PROJECT WAS COMPLETED: February 10, 1970
ESTIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION 107 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	A.C. Pave.	Conc. Pave.
100	100	100	100		100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.83	8.83		8.83	8.63
MILES PARTIALLY COMPLETED	0	0		0	0
MILES COMPLETED	8.83	8.83		8.83	8.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,960,000 CY	573,600 Ton		67,000 Ton	237,400 sq. yd
TOTAL QUANTITIES CORRECTED TO DATE	3,170,874 CY	524,569 Ton		70,609 Ton	233,509 sq. yd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,170,874 Cy	524,569 Ton		70,609 Ton	233,509 sq. yd
AVERAGE DAILY QUANTITIES This Week	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Boom Truck, 1 Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9636	9520 9520A	9521 9521A	9522 9522A	9522B	9523 9523A	9524	9525 9525A
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	#9778 #9522C CAUSE OF DELAY
SUNDAY	Foggy & Cool			100% 100%
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Cloudy & Rain Showers			
FRIDAY	" " "			
SATURDAY				

Routing
Walker
Boehme
Johnsen
Stein

RECEIVED
FEB 13 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 2-13-70

SUNDAY	
2- 9-70 MONDAY	Painting illumination poles at South Pendleton Interchange.
2-10-70 TUESDAY	Completed painting of illumination poles at South Pendleton Interchange.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor finished painting illumination poles at South Pendleton Interchange on ~~Today~~. This completes the work on this project.
Tuesday.

FINAL REPORT

SIGNED Richard E. Harris LOCATION Pendleton
for H. N. Van Cleave

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 28 1970
FOR FILING

I-80N-5(29)204
7097

January 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Pendleton Section, Contract No. 7097
FAP I-80N-5(29)204

The contractor on this project has requested a 42-day extension because of the curtailment of work at the West Pendleton Interchange area by the State at an early stage of the project. There was a written stop work order in effect from December 14, 1967, to January 25, 1968, while the plan was reviewed. There are also other reasons justifying time extension on this project as follows:

A delay in submitting the contract for signature justifies a 2-day extension. Bids were received September 28, 1967, and the contract was mailed October 20, 1967, or two days more than specifications permit.

General Excavation overran about 203,000 cubic yards. The contractor's average production for the entire grading work (November 28, 1967 to June 6, 1969) was 5,680 cubic yards per calendar day. The overrun quantity would therefore justify 36 additional days.

The topsoil item overran approximately 20,000 cubic yards (14 percent). Some 7,000 yards of this overrun quantity had to be hauled in on a legal haul through traffic. This overrun of topsoil work is one of the late items (done in late September and early October 1969) and seeding and mulching work has to follow it. The legal haul quantity alone justifies 5 additional days.

Three significant price agreements are also identified with late work on the contract:

Price Agreement No. 17 was negotiated in early 1969 to change the illumination pole bases from anchor bolting to slip plate bases. Subsequently, another change was made to, in effect, cancel the price agreement and revert back to the original plan. The steel poles and bases require several months lead time from the suppliers, with further delay from a labor strike in this instance, so the first poles were delivered to the project in early November 1969 when the project was on penalty time.

Price Agreement No. 20 added guardrail anchors which required at least three days' additional time also at a late stage in the project.

Price Agreement No. 25 made a change in the line and grade of the "A" Line at the East Pendleton Interchange to minimize headlight glare interference with the adjacent drive-in theater. Work involved in this change was done in late September 1969. It involved seven days but some concurrent work was in progress.

This project is virtually completed. The completion date of record is expected to be sometime during the current winter no-count period so we would expect the liquidated damages to remain at the current 38 days which represents the time between October 23 (when the extended time expired) through November 30 (start of the winter no-count period). We believe the above reasons collectively easily justify a 38-day time extension and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan

JAB:fw srb

RECEIVED

7027

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1970

In reply refer to: 08-35.DA-5

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section Old Oregon Trail Highway
State Force Order No. 16
Total estimated amount of the Order: $1,400
Federal participation: $1,300

Klaboe

Reference is made to your letter dated January 13, 1970 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither staffed nor does he have equipment near the project to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

Attachment

REFERRED TO Morgan
BY ASST. STATE HWY. ENGR
1-22-70

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

G-11

G-1N (Trail Blazer Highway Signs)

Form A-105—5M

APPROVED EFFECTIVE DATE 11/13/68
Contingent upon modification of project agreement if additional funds are required
TITLE Dist. Engineer
DATE 10 JAN 1970
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5-16

Project Name Pendleton ~~Section~~ Date December 18 1969

Highway Old Oregon Trail Contract No. 7097 F. A. Project No. I-80N-5(29)204

County Umatilla Prefix 630-1098 Account No. 274-16

Description of Work To Be Done:

Construct and install temporary signs at West Pendleton Interchange, South Pendleton Interchange, and add Oregon Highway 11 Trail Blazer signs through Pendleton.

Participation limited to destination signing at interchange only. [Trail Blazer ~~Dr~~ Highway 11 signs are non-participating.]

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Material	$700.00
Equipment	300.00
Labor	400.00
Total	$1400.00

Explanation:

Installed "Pendleton"-"La Grande" destination signs at South Pendleton Interchange and "Milton-Freewater"-"Walla Walla", "Next Right" at West Pendleton Interchange. These changes were recommended by Traffic Division.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $1400.00 for work under this order	$9,808,662.65
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: H. N. Van Cleave for C. D. Hiatt, Resident Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

Approval Recommended: Asst. Division Engineer

Approved: ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer Construction

~~This order does not constitute authority for expenditure until approved by the Deputy or Assistant State Highway Engineer.~~

G-1P
G-1N (Trail Blazer Highway Signs)

Form A-106—5M

I-80N-5(29)-4
7077

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ~~15~~ 16

Project Name Pendleton Section
Date December 19, 1969

Highway Old Oregon Trail
Contract No. 7097
F. A. Project No. I-80N-5(29)[illegible]

County Umatilla
Prefix 630-1098
Account No. 274-16

Description of Work To Be Done:

Construct and install temporary signs at West Pendleton Interchange, South Pendleton Interchange, and old Oregon Highway 11 Trail Blazer signs through Pendleton.

Participation limited to destination signing at interchange only. Trail Blazer 11 Highway 11 signs are non-participating.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Material - - - - - - - - -	$700.00
Equipment - - - - - - - -	300.00
Labor- - - - - - - - - - -	400.00
Total	$1400.00

Explanation:

Installed "Pendleton"-"La Grande" destination signs at South Pendleton Interchange and "Milton-Freewater"-"Walla Walla", "Next Right" at West Pendleton Interchange. These changes were recommended by Traffic Division.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $[illegible]
Present estimate of project cost, including
$1400.00 for work under this order $[illegible]
Expected under-run / over-run (amount) $0
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
E. E. Van Claus for C. D. [illegible]

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: C. O. Fredrickson Asst. Division Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 21 1969

FOR FILING
I 80N-5(27)204
TO 7097

Form [illegible]A-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: November 18, 1969

In reply refer to: 08-35.DA-5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-80N-5(29)204
State Force Order #11
Total estimated amount of the Order: $316.50
Federal participation: $284.85

Reference is made to your letter dated November 12, 1969 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The project work, except for erecting the subject signs, will be completed about a year before the signs should be erected.

2. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

F. B. KLABOE

11-20-69

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-05-581

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 18 NOV 1969
Order No. 10
U. S. BUREAU OF PUBLIC ROADS

Project Name Pendleton ~~Section~~ Date October 1, 1969, 19......

Highway Old Oregon Trail ~~Highway~~ Contract No. 7097 F. A. Project No. I-80N-5(29)204

County Umatilla Prefix 630-1098 Account No. 276-10

Description of Work To Be Done: Erect 12 Type "A" Signs. Sign No's. 74 thru 81 & 83. at South Pendleton Interchange. These signs are to be erected upon completion of 10 th. St. South Pendleton Interchange Project.

Location by Station Numbers:

South Pendleton Interchange

Estimate of Quantities and Costs:

Sign Installation Lump Sum $316.50

Explanation:

This work could not be preformed on contract No. 7097 because the 10 th. St. South Pendleton Interchange Project is not complete,

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,808,662.65	
Present estimate of project cost, including $316.50 for work under this order	$9,808,662.65	
Expected under-run / over-run (amount)	$0	
Expected under-run / over-run (per cent)	0	

Space to right of this line for use of Salem Office

Submitted by: Resident Engineer
H. N. Van Cleave For C. D. Hiatt

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: State Highway Engineer / Assistant State Highway Engineer / Office Engineer
Construction

c F.B. Klaboe c

11-7-69

RECEIVED
NOV 12 1969

FOR FILING

I-80N-[illegible]
7697

APR PEL 19 11-7-69 5.00 PM

ATTEND

THE PENDLETON SECTION OF I-80N WILL BE OPENDXXXX OPENED TO TRAFFIC
AT 10.00 AM, NOVEMBER QPXXX10, 1969

R C POOL
EMN
7$\frac{5}{8}$

NOTED
F. B. KLABOE

MW

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RECEIVED
NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29)204

RECEIVED
NOV 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7997

STATE COPY

6-17

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11/6/69
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 18 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Pendleton Section
Date ~~October 31,~~ 19 69
Highway Old Oregon Trail
Contract No. 7997
County Umatilla
Prefix 690-1098
Contractor Rogers Construction Inc.
F. A. Project No. I-80N-5(29)204
Address Box 16537 Portland, Ore. 97216
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Illuminate Type II barricades at East end connection of the project.

Location by station numbers:

Sta. 300+00 to 310+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor		$ 320.00
Equipment		50.00
Materials		1,245.00
		$1,615.00
	+ %	260.00
	Total	$1,875.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Lighting of barricades will require a permanent type of installation due to undeterminable period of this connection will function. This type of installation not designated on project plans.
Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 9,808,662.65
Present estimate of project cost, including $ 1,875.00 for work under this order	$ 9,808,662.65
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for Salem Office

11-21-69

Submitted by:
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Asst. Division Engineer

Approved
Deputy State Highway Engineer,
Assistant State Highway Engineer or [illegible]

State P

I-80N-5(29)204

RECEIVED
NOV 21 1969
7097 OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11/4/69
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 18 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Pendleton Section
Date October 31, 1969
Highway Old Oregon Trail
Contract No. 7097
County Umatilla
Prefix 630-1098-000
Contractor Rogers Construction, Inc.
F. A. Project No. I-80N-5(29)204
Address P. O. Box 16537 Portland, Oregon 97216
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Supply and install glare shield per OSHD Drawing No. 21356. Splice cable.

Location by station numbers:

Emigrant Ave. Inter (Glare shields)
West Pendleton Inter (Splice cable)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Glare Shields		Splice Cable	
Labor	$ 50.00	Labor	$ 50.00
Equip. Rental	80.00	Materials	25.00
Materials	45.00		$ 75.00
	$ 175.00		
		Total	$ 250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Glare shields requested by Division Engineer. The cable was cut while augering sign post holes at a location staked by Highway personnel.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 9,808,662.65
Present estimate of project cost, including $ 250.00 for work under this order	$ 9,808,662.65
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: H. N. [illegible] for C. D. Hiatt, Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Construction

11-12-69

SP*25577-734

I-80N-5(29)204

Form E-208-5M

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NOV 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10/31/69
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 31 OCT 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name: Pendleton ~~Section~~

Date: October 7, 1969

Highway: Old Oregon Trail ✓

Contract No.: 7097 ✓

County: Umatilla ✓

Prefix: 630-1098 ✓

Contractor: Rogers Construction, Inc. ✓

F. A. Project No.: I-80N-5(29)204 ✓

Address: P. O. Box 16537 Portland, Oregon 97216 ✓

Order No.: 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Modify length of sign posts and pole bases at Sign No's. 8, 23, 102, and D-1-60 (East Pendleton Interchange).

Location by station numbers:

Through-out project.

Estimate of quantities and cost:

Labor	$ 75.00
Equipment	75.00
Total	$150.00 ✓

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The slopes at Sign No's. 102 and D-1-60 were changed after post lengths were verified. The post location of Sign No. 23 was changed after post was ordered. Post stub for Sign No. 8 was set with sign facing 3° away from traffic instead of 3° towards traffic.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 9,808,662.65	✓
Present estimate of project cost, including $ 150.00 ✓ for work under this order	$ 9,808,662.65	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: Resident Engineer
H. N. Van Cleave for C. D. Hiatt

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer

11-3-69

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SEP 11 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-5(22)-[illegible]
7097

ASeptember 10, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Rudy R. Enbysk

Re: Betterment on Gravity Feed Water Line
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Gentlemen:

Reference is made to our letter of March 25, 1969 which approved your proposed allocation of costs for the Haley Avenue water main relocation, but indicated that the Bureau of Public Roads was requesting additional information on the gravity water main problem.

The matter of betterment costs for the additional length of your gravity water main relocated as part of this project has been reviewed in detail by the Salem, Portland and Washington, D. C. offices of the Bureau of Public Roads. We sincerely regret that the Bureau of Public Roads and the State are unable to participate in this cost under present Federal regulations.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:fw:ss

cc: F. B. Klaboe
V. E. Skoog

RECEIVED
SEP 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (11-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 29, 1969

In reply refer to: 08-35-EC

I-80N-5(22)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

1177

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section - Old Oregon Trail Highway
City of Pendleton's Utility Relocation Contract
Gravity Water Main Relocation

The circumstances surrounding the subject water main relocation, as presented in previous correspondence, have been reviewed in detail by our Washington and Regional offices, as well as this office. It has been determined that under the governing Federal regulations the cost of the betterment of the additional length of this gravity water main is not eligible for Federal-aid participation.

Although the information furnished in Mr. Litchfield's August 6, 1969 letter recapitulates this entire matter, careful review of that information failed to reveal any new concept or approach that could serve as a basis for reversing the original decision. We must therefore, continue to support the decision as stated in our May 7, 1969 memorandum on this subject.

9-4-69

Young - Morgan

NOTED
F. B. KLABOE

RECEIVED
SEP3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 26 1969
FOR FILING

I-80N-5(29)304
7097

#13

August 25, 1969

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on August 19 considered your request for an extension of 21 days on Contract No. 7097 for work on the Pendleton Section of the Old Oregon Trail in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 7 calendar workdays.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
V. E. Skoog
H. S. Coulter
H. N. Van Cleave
Bureau of Public Roads

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 13, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 535 days to 550 days, within which to complete our Contract No. 7097, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Letter of March 31, 1969, attached.

Respectfully submitted,

Rogers Construction Inc.
Contractor

By Rogers President

CONSENT OF SURETY

Date May 13, 19 69

We, THE TRAVELERS INDEMNITY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald E. Reger
Attorney-in-fact
(Donald E. Reger)

GERLINGER, ARNOLD & REGER CO.

BY J R Arnold
(J.R. Arnold) Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7097 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Pendleton

Kind of Work Grading, paving, structures, signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

~~Granted, see transmittal letter~~.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Klaboe
~~Assistant~~ State Highway Engineer

Contract No. 7097

Project designation I-80N-5(29)204
State-Federal

Date awarded October 20, 1967

Work started November 28, 1967

Per cent completed 71
Date

No. of calendar Workdays Allowed 535

No. of Workdays Used 411

No. of Added Workdays Requested 157

EP*8206-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 12, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section, Old Trail Highway
Contract No. 7097
Time Extension

After reviewing Mr. Klaboe's July 29, 1969 letter requesting our concurrence in extending the contract time 15 calendar days we have concluded that we can concur in seven calendar work days. A time extension in this amount is approved for Federal-aid participation.

Bond
ASST. STATE HWY. ENGR

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 1
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1969

SUBJECT: Pendleton Section
Contract No. 7097

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Rogers Construction Company has requested 15 workdays (in effect, 21 calendar workdays) because of an interruption and ordered shutdown of certain structural work in March of this year. This occurred when it was discovered the horizontal clearances to the Union Pacific Railroad tracks at an overcrossing structure were less than required by our railroad agreement. This problem was corrected as promptly as possible, but there was a serious interruption of the contractor's structural work which in turn has an effect on the progress of other work on the contract which must follow in sequence.

We would like to grant a 15 calendar day extension even though the actual specific work stoppage was for a shorter period. The field office and Mr. W[illegible]er recommend this rather liberal interpretation of the time involved in the belief that a claim situation might thereby be avoided. We have no written assurance of this, but I believe there is a fairly rational basis to recommend 15 days anyway and we have prepared the attached request to the Bureau of Public Roads accordingly. The existing contract time will expire October 16 and the current estimated date of completion is November 1, 1969.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUL 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

W. RAY ROGERS • DONALD OGERS • GENERAL CONTRACTORS • Tel. 503 / 2 317
President Vice Pre easurer

ROGERS

CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

March 31, 1969

H.W.Van Cleave,
Resident Bridge Engineer,
Oregon State Highway Dept.,
Pendleton, Ore 97801

Contract #7097
Bridge #9520

Dear Sir,

We refer to your following work shutdown orders at Bridges Nos.9520 and 9520A, being the Rieth Highway and U.P.R.R. Overcrossing:

1. Your letter of March 12, 1969 shut down with immediate effect our work on Bent #4 westbound.

2. Your verbal order of 12 noon March 13, 1969 extended the shutdown to Bents #3 westbound and #3 and #4 eastbound.

Despite cancellation of all these shutdowns by your two letters of March 14, 1969, at Bents #3 and #4 eastbound effective 9.30 AM on that date and at Bents #3 and #4 westbound effective 3 PM on that date, considerable delay was caused to our operation by this shutdown. Programming of our work was completely disrupted; cranes were tied up; personnel had to be moved to other work areas.

One item of prime importance was the holdover at Bents #3 and #4 of forms which were urgently needed at West Pendleton Interchange. This again involved the motor cranes being tied up, as well as disruption in the use of our transportation vehicles and personnel.

We wish to emphasise that this unfortunate situation, causing an incalculable chain delay on the entire project, was occasioned by disagreement between Oregon State Highway Department and Union Pacific Railroad Co. and was no fault of the contractor.

It is our firm belief that this condition warrants at least an additional fifteen work days on the above Project, and the purpose of this letter is to request this extension as of this writing.

Very truly yours,
Rogers Construction Inc.,

by: HMc Innes
General Superintendent,
Box 1233, Pendleton, Ore.

HMcI/obr.

C

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AUG 18 1969
FOR FILES

I-80N-5(27)304

7097

August 18, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 11
August 19, 1969 meeting

Gentlemen:

Rogers Construction Company, contractor on the Pendleton Section of I-80N, Contract No. 7097, has requested a 21-day time extension because of work schedule disruption at two structures.

The engineer ordered work shutdown at the two new structures which cross over the Rieth Highway (a county road) and the Union Pacific railroad tracks when it was found that horizontal clearances from the structure piers to the railroad tracks were slightly less than required by our agreement with the Railroad. The clearances were in accordance with the contract plans and it was necessary to promptly halt further work until modifications acceptable to the Railroad could be determined. The actual ordered shutdown lasted three days but an already scheduled concrete pour and subcontracted steel erection had to be rescheduled so the effect of the stoppage was a delay of seven days. We therefore recommend an extension of seven calendar workdays. This is a Federal Aid Interstate project and we have the concurrence of the Bureau of Public Roads.

The 535 calendar workdays allowed for completion of this project will expire October 16 and completion is expected around November 1.

This matter will be on the agenda for the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
F. D. Morgan
Victor D. Wolfe
V. E. Skoog
H. S. Coulter

JAB:fw fn
Attach.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7097 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Pendleton

Kind of Work Grading, paving, structures, signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

[illegible]

Ordered shutdown of work at Rieth Highway and UPRR structures justifies a 7 calendar workdays extension.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Klaboe
State Highway Engineer

Contract No.	7097
Project designation (State-Federal)	I-80N-5(29)204
Date awarded	October 20, 1967
Work started	November 28, 1967
Per cent completed	71
Date	
No. ~~of~~ calendar Workdays Allowed	535
No. of calendar Workdays Used	411
No. of Added Workdays Requested	~~XX~~ 7

SP*6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 13, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 535 days to 550 days, within which to complete our Contract No. 7097, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Letter of March 31, 1969, attached.

Respectfully submitted,

Rogers Construction Inc.
Contractor

By W Rogers President

CONSENT OF SURETY

Date May 13, 1969

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald E. Reger
Attorney-in-fact
(Donald E. Reger)
GERLINGER, ARNOLD & REGER CO

BY J. Arnold
Resident Agent
(J.R. Arnold)

(SEAL)

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AUG 11 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I 80N-5(22)-4
7097

August 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Gravity Water Main Adjustment
City of Pendleton's Utility Relocation Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Reference is made to your letter dated May 7, 1969, concerning your participation in the betterment costs for the additional length of subject water main.

We agree that paragraphs 9d and 9e of PPM 30-4 specify replacement in kind. However, they do not deny participating in other utility costs for which the State is legally obligated. It appears to us the conclusions expressed in your May 7 letter overlooked this fact.

The legal obligations of the State to pay the betterment for the additional length of the gravity main required by our highway construction has been included in past correspondence, some of which primarily concerned the Hailey Avenue Main. Therefore, we will review it here for your further consideration.

The City-State Agreement, executed by the City on January 25, 1966, included exhibit "A", which was a route map of the area, and the only plans available. This agreement, among other things, provided that the State would bear the cost of relocating the City's facilities which occupied private easements and were in conflict with this project. The 22-inch water main occupied private easements and was in conflict with the project. The agreement did not anticipate that over 12,000 feet of the City's gravity main would have to be relocated or that the project would require the relocation route to be almost 325 feet longer than the original. This problem was not contemplated by either party at the time the agreement was entered into. Had it been, the City certainly would have demanded that the State bear the cost of the larger size pipe over the increased length.

In the realm of contract law where, proven to the satisfaction of the Court, there is not a meeting of the minds of the parties entering into a contract, one party relies upon the representation of the other to its detriment, the Court will either rewrite the contract or allow recovery.

In this case, as you know, the City has paid for and implemented (within its financial ability - in excess of $100,000.00 for this project alone) the Cornell, Howland, Hayes & Merryfield Report, dated October, 1963. That report called for increasing the gravity main to 30 inches in diameter whenever the existing main was disturbed. Consequently, the City agreed to pay the betterment cost for the length of the existing main that was relocated (approximately 12,600 feet). However, since the relocated route doesnot improve the function or the accessability of the line, and the additional length of 314 feet is an actual burden for the City, the City maintains it is the obligation of the State to assume the betterment costs for the added length.

The City, through its Consultant, Wallulis & Staebler, prepared the preliminary plans for the relocation of their facilities in conflict with this project. Those plans spelled out very carefully the basic concept that the State would bear the cost of betterment for the additional length of pipe required by the circuitous route of the Hailey Avenue Water Main. Having set up this concept it included in its estimate of cost of betterment for the gravity feed main for only the length of existing main to be relocated - not the relocated length, which is314 feet greater. (See pages 73, 74 and 75 of the Preliminary Report). Those plans were reviewed in detail by the State and the Bureau of Public Roads. As a result of that review, the City was authorized to proceed with the design of the construction plans subject to a number of changes requested by the State and the BPR; however, the sharing of betterment costs of either main was not included in the changes requested. On the strength of approved preliminary plans, the City signed the X-permits which relinquished all City easement rights within the access control lines on this project. This matter was discussed with Mr. Jack Sollis, Railroad and Utilities Attorney, and it was his opinion that the City could establish a legal liability on the part of the State for the betterment costs of the additional length of both mains.

In the third paragraph of your letter dated May 7, 1969, you indicated that the City could have required the State to adjust the Hailey Avenue Main at its existing location, but an overall savings to the project was realized by utilizing the longer relocated route. This is true; however, the existing water main crosses our highway in a 40-foot rock cut. The adjustment of this main in its existing right of way would have been unnecessarily expensive and required close cooperation with the State's contractor. This could have led to additional claims by the contractor. Using sound engineering principals that alternate would not have even been considered, and therefore it was obviously to the project's advantage to utilize the longer route.

In the case of the gravity main the same principals apply - (1) the City did not relinquish its easement rights by signing an X-permit until they believed the State andthe Bureau of Public Roads had agreed to pay the betterment costs for the additional length. (2) Had the misunderstanding not developed, the City could have demanded we adjust the main within the City's easement or pay the additional costs. Since this involved a longitudinal encroachment of approximately 8,000 feet, with probably half that amount under the roadbed section, the most economical method would be to reimburse the City for the additional betterment cost (approximately $1100). This impractical but factually correct example was cited to show that from a practical standpoint, and in the opinion of our Staff Attorney, there is no difference in the principals involved in the Hailey Avenue and Gravity Feed Water Mains.

It is our Staff Attorney's opinion that the State is obligated to pay this betterment cost, ($1,092.72) because the State Law and PPM 30-4 both require the State and City to enter into an agreement before a highway is constructed within the City or on City-owned easements. Had these unusual conditions been anticipated by either party, it would have been within the City's legal rights to have required the betterment costs to be included as part of the right of way exchange and utility relocation agreement. Since there was no "meeting of the minds" on this issue the City could establish a legal liability on the part of the State for the betterment costs of the additional length.

Your participation on this legal liability of the State's concerning this problem is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible]

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
J. L. Sollis

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1969
FOR FILING

I-80N-5(29)204

7097

July 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Pendleton Section, Contract No. 7097
FAP I-80N-5(29)204

The contractor on this project has requested an additional 21 calendar workdays to complete the contract without assessment of liquidated damages because of delays to completion of the Rieth Highway and UPRR overcrossing (Bridges 9520 and 9520A), said delays occasioned by acts of the State.

Details pertinent to the claimed delays are as follows: On March 10, 1969, a field check of the actual horizontal clearances for Bents 3 and 4 of the Rieth structure (both eastbound and westbound) disclosed that, while the clearances were equal to or exceeded plan clearances, they were slightly below the minimum clearances specified in the State-Railroad agreement. It was necessary to stop the contractor's construction operation on March 12 until corrective measures could be worked out.

It had been planned to pour Bent 4, westbound transverse beam on Friday, March 14, 1969, before the "stop work order" was issued, but it was not poured until March 21. The transverse beam forms at the Rieth overcrossing were the only forms that could be used for column forms at West Pendleton. This caused a seven (7) calendar workday delay on the West Pendleton Interchange, Bridge No. 9636.

Oregon Erection Company, the structural steel subcontractor, was schedule to move in on Friday, March 14, 1969, but due to the "stop work order" did not move in until March 17. This caused a five (5) calendar workday delay on Rieth Highway and UPRR overcrossing, Bridge Nos. 9520 and 9520A.

Mr. R. E. Simpson
Page two
July 29, 1969

This is a large, complex project and completion of these structures was critical with relation to the roadway PCC paving which was subcontracted and now under way. Traffic must be detoured over the West Pendleton structure and all structures must be virtually complete to be out of conflict with the PCC. The effect of even a few days delay at the height of the structural work by halting the momentum of the progress could affect the overall time of performance for a greater period than the actual formal shutdown time. It takes time to reschedule and regain momentum. We therefore recommend extension for 15 calendar workdays. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
V. E. Skoog
F. D. Morgan
Ivan Merchant
H. S. Coulter
V. L. Gallagher

CAG:cs JAB:fw srb

RECEIVED
JUL 30 [illegible]9

[illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 24, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Rudy R. Enbysk

Re: Contractor's Claims
City of Pendleton Utility Project'
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Gentlemen:

Reference is made to Mr. Staebler's letters to the City dated September 10, 1968 and March 31, 1969, regarding a claim submitted by the City's contractor, Galey Construction Company, for the additional work they allegedly were required toperform outside the contract requirements for the City of Pendleton.

This matter has been reviewed by the State and the Bureau of Public Roads, and our approval of the additional sums to be paid the contractor are listed below using the same format employed in Mr. Staebler's above mentioned letters.

1. Schedule A - Sheets 3 and 3a of City's Construction Plans (Mr. Galey's claim on this schedule is $4,285.40.)

We concur with Mr. Staebler that Galey Construction Company is not entitled to any additional compensation for Schedule A.

2. Schedule B - Sheet 6 (Claim for $1,767.76).

We concur with Mr. Staebler's March 31 recommendation that the contractor be paid an additional $1,767.76 for additional work he performed outside the contract requirements under this schedule.

3. Schedule C - Sheets 12, 13 & 14 (Claim $747.84)

We concur with Mr. Staebler and approve payment of $747.84 for this work as requested by the contractor.

4. Restocking Fittings - Schedule B - Sheet 5 (Claim $77.85)

The contractor reduced this claim to $64.89 by his letter dated August 12, 1968.

We concur with Mr. Staebler's recommendation that the contractor be paid an additional $64.89 as requested.

5. Interest on Investments

Our records indicate that $12,385.61 in excess of the normal 10% was inadvertently withheld from Galey Construction Company from February 23 to April 9, 1968; however, on April 9, we paid $70,000 which reduced our retained percentage to less than 5%. It has remained less than 5% up to the present time. Throughout the life of the contract the State has averaged less than 10% retainage specified on Page G-14 of the Contract Specifications; therefore, this claim, in our opinion, is invalid. Also PPM 30-4 does not allow interest charges.

6. Temporary Paving at John Day Highway and Emigrant Avenue (Claim for $516.90)

We concur with Mr. Staebler's recommendation that the contractor be paid the additional sum of $516.90 for this work.

Summary of Additional Sums to be Paid the Contractor Which Have Been Approved by State and the Bureau of Public Roads:

Claim No. 1 (Schedule A)	0
Claim No. 2 (Schedule B)	$1,767.76
Claim No. 3 (Schedule C)	747.84
Claim No. 4 (Restocking Fittings)	64.89
Claim No. 5 (Interest on Investments)	0
Claim No. 6 (Temporary Paving-John Day Highway-Emigrant Ave.)	516.90
Total Claim Approved	$3,097.39

PGP:ss
cc: R. E. Simpson
F. B. Klaboe
L. H. Young
V. E. Skoog
H. S. Coulter
C. D. Hiatt
H. M. Fillmore

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

cc: Donald L. Staebler

RECEIVED
JUL 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1969
FOR FILING

I80N-5 ([illegible]) [illegible]
11 [illegible]

7-15-69

NOTED
R. L. PORTER

APP [illegible]DL 7-15-69 2-22PM

ALL STATIONS

CONCRETE SLIP FORM PAVING ON THE PENDLETON SECYXXXX SECTION OF THE OLD OREGON TRAIL HIGHWAY WILL START WEDNESDAY JULY 16TH. WORK IS EXPECTED TO BE COMPLETED BY AUGUST 8TH.

DALE HIATT
RESIDENT ENGINEER
LOY
[illegible].

Porter

RECEIVED
JUL 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1969
FOR FILING

[illegible]

[illegible]

JUL 11 1969
32-12

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

Your letter of June 23 transmitted letters from D. R. Cook, County Judge of Umatilla County, concerning his continued interest in the development of an interchange on Interstate Route 80N west of Pendleton, Oregon.

Included with your letter is correspondence requesting the additional interchange dated August 7, 1968, from Judge Cook to the Director of Public Roads. We are enclosing a copy of our reply dated August 30, 1968, to the Judge. With the construction of the Interstate highways, there is encouragement for development of the adjacent areas with desire for more convenient and more direct access connections to serve these areas. These developments are expected, however, to utilize insofar as is practical the access connections as determined by the State in its initial planning. The State has not requested any additional interchanges on Interstate Route 80N to serve the area west of Pendleton. The State Department of Highways had determined in its initial planning for Interstate Route 80N that its interchanges and grade separations and the local road network should adequately serve the existing and probable future traffic needs anticipated in the Pendleton-Rieth area. Based on the information available, we support the State's decision.

We are forwarding your letter with attachments to our division engineer in Oregon so that the continued interest for an additional interchange on Interstate Route 80N, approximately one mile west of the airport interchange, is known.

Sincerely yours,

For the Director,

G. M. Williams

G. M. Williams
Associate Director for
Engineering and Operations

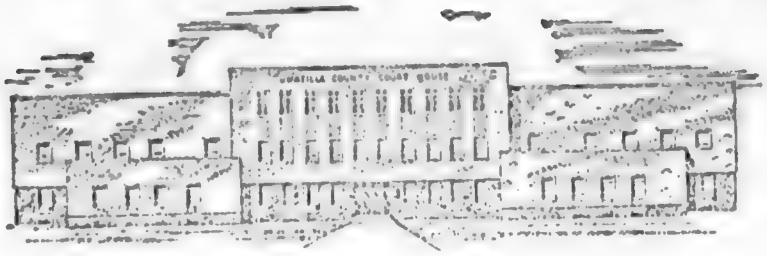
Enclosure

RECEIVED
JUL 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
RAYMOND E. REES
RAYMOND BEVANS



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

May 27, 1969

Honorable Mark O. Hatfield
Senate Office Building
Washington, D. C.

Dear Senator Hatfield:

The County has written several times advocating an interchange about one mile west of the airport interchange. The County still thinks there should be such an interchange so that there will be direct access to the freeway, Interstate 80-N, from Rieth, the industrial area of Pendleton, the Birch Creek highway from the south, and Despain, Missouri and Stage Gulches areas north, and serve adjacent lands in the immediate vicinity of the interchange.

There would not be much difference in the cost between this interchange and the proposed change of the Rieth road near the County Shops on Highway U. S. 30. The interchange would serve the community better.

Enclosed are copies of our letters urging this.

I hope you can help obtain this important interchange.

Very truly yours,

D. R. Sam Cook

D. R. "Sam" Cook
County Judge

Enc.

DD26437

August11, 1967

Mr. Forrest Cooper
State Engineer
State Highway Department
Salem, Oregon 97310

Re: Interstate 80-North: Interchange North
of Rieth

Dear Mr. Cooper:

As you so well know, the location of highways is always a changing matter. New circumstances and a new look at old situations make for additional needs.

The County is preparing to pave the Birch Creek Road which would divert a considerable amount of heavy traffic from Highway No. 395 down Birch Creek to Rieth. The present farm road from Rieth to U. S. 30 will be closed with construction of Interstate 80-North. It becomes exceedingly clear with this and other changes and new developments at Rieth that the Rieth area will need a better route north and west of Rieth and onto the interstate highway.

North and west of Pendleton, Oregon, is a large area of wheat land which has been served historically and inadequately by a county road which runs into the Pendleton Airport lands and users of that road must then travel through the airport land on undedicated roads. This is on what is known as the Stage Gulch Road. The County presently plans to pave the Stage Gulch Road, and with a new connection between South Cold Springs Canyon to the intersections of Missouri and Despain Gulches and a connection to the Stage Gulch Road from Despain Gulch, this road will be used more in the

near future. As you know, with the change in the interstate highway there is poor access to the Corger land and the Brown land, north of the state highway, and also City lands in that area which are outside the city limits. In this area west of the airport is the county-designated sanitary landfill which serves the whole Pendleton-Rieth area and is the only sanitary landfill operating in the area. Adjacent to that is a rock crusher site and rock stockpiles that are constantly used by the City of Pendleton and the County of Umatilla.

An additional interchange one mile or so west of the west Pendleton trumpet interchange would solve the problems for the areas south and north of Rieth with a road north from Rieth to the interchange and north from the interchange through the Brown property, connecting the Corger property, the sanitary landfill, the crusher-stockpile site, and Stage Gulch Road. The problems on all these properties and the Bregoitti land would be eliminated. This would take care of access problems in the areas and the farm and industrial traffic in the Rieth area and the farm traffic in the area northwest of the Pendleton Airport which would extend many miles north and west.

Accordingly, Umatilla County requests that the State Highway Commission construct a diamond interchange, or other suitable structures for an interchange, immediately north of Rieth on Interstate 80-North. You may be assured of our full cooperation in this project.

Very truly yours,

D. R. "Sam" Cook
County Judge

Walter R. Holt, Commissioner

Raymond E. Rees, Commissioner

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AUG 13 1969
FOR FILING

[illegible] 7977

Hd
8-8-69

MISC. CONTRACTS and
AGREEMENTS No. 3754

July 11, 1969

Oregon Portland Cement Company
111 S. E. Madison Street
Portland, Oregon 97214

Attention: Mr. Ed C. Wagner
Sales Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement allowing Oregon Portland Cement Company to use State-owned cement in sealed bins at Lime on the Pendleton Bypass Project in Umatilla County. Also, attached is a fully executed copy of the surety bond.

We have retained fully executed copies of the agreement and the bond for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachments

cc R. L. Porter
G. E. Rohde
F. D. Morgan (agreement attached)
Scott Coulter

fkn

RECEIVED
JUL 7 - 1969

FOR FILE

[illegible]
7097

July 3, 1969

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Attention: Mr. C. T. Houck
Vice President

Re: Release of Type I cement
Contract No. 7185
Contract No. 7097

Gentlemen:

This will acknowledge receipt of your letter of July 2, 1969, which, we understand, was requested of you by Oregon Portland Cement Company. Also, we assume you understand that the release of cement was requested by that Company, and not by the State.

Presumably, your reference to "40,000 yards" was intended to refer to 40,000 barrels. According to our records, Rogers' Pendleton job is Contract No. 7097, rather than 7907.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

AHJ:rh; FQ:sj

cc Mr. R. L. Porter
Mr. G. E. Rohde

DRAFT
AHJ:rh: FQ:y
7-3-69

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Attention: Mr. C. T. Houck
Vice President

Re: Release of Type I cement
Contract No. 7185
Contract No. 7097

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Very truly yours,

FLOYD QUERY
Secretary

cc: Mr. R. L. Porter
Mr. G. E. Rohde

RECEIVED
JUL 3 [illegible]

FOR FILING

I-80N-5(39)
7185 7097

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950
"AN EQUAL OPPORTUNITY EMPLOYER"

July 2, 1969

State of Oregon
Department of Highways
Salem, Oregon

ATTN: Mr. Floyd Query, Secretary

Gentlemen:

In accordance with your request, please allow the Oregon-Portland Cement Company to release 40,000 yards of pretested type I cement in bins #11, #12, and #13 to be shipped to the Pendleton Paving Project, Roger's Construction Company, Contract #7907.

It is my understanding that these bins will be refilled at once for use on our contract #7185 on the Lime Project, Old Oregon Trail Section.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

C. T. Houck
Vice President

Copy to Rohde
4:25 P.M. 7-2-69

NOTED
FLOYD QU
7-2-69
4:15 PM

RECEIVED
JUL 16 1969
FOR FILING

REFER TO File

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1471

RECEIVED
JUL 1 1969
LEGAL & RIGHT OF WAY

June 30, 1969

Ore. Portland Cement Co — State of Ore Agreement

Oregon State Highway Commission

Gentlemen:

On the agenda for the July 8 meeting will appear the matter of confirming an agreement with Oregon Portland Cement Company relative to materials produced for the Lime Section of I-80N in Baker County.

As you may recall, our job specifications call for payments to the contractor for materials acquired for projects but not yet incorporated in the work. Payment is 90 percent of the invoiced price, f.o.b. the job site, and the material must be in areas or containers under State control. In this instance, the contractor for the Lime Section purchased cement which is stored in Cement Company bins that are secured by State seal.

The Cement Company is also under contract with our contractor at Pendleton to supply cement for that project, and it now appears that the Pendleton job will be paved prior to the Lime job. The same paving subcontractor is involved in both projects.

In order to supply the Pendleton job without delay, it is necessary that the Cement Company make use of the bin space now occupied by State cement in Lime. An agreement has been prepared whereby the Cement Company may draw from the State bins at Lime for the Pendleton job and will replace the material drawn just as fast as its manufacturing process will permit. This will enable the Pendleton job to proceed without delay and will cause no delay in the Lime project. In addition, the Cement Company will hold the State harmless from any and all causes whatsoever.

This matter was approved by Mr. Jackson on June 26, and I recommend your concurrence.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Coulter
G. E. Rohde ✓
V. E. Skoog

STATE COPY

Monthly transaction number 6-143	FO. PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
Modification number 1	(PPM 21-7) 6-30-69	Project number I-80N-5(29)204

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 16, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,797,289	$ 8,804,438
Federal funds	$ 8,116,300.00	$ 8,122,800.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include items previously in program status, now covered by approved work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of June, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(29)204

PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Revised Project Agreement Estimate to include items previously retained in program status.

Salem, Oregon, June 23, 1969

Type Code 7221
Roadway (Sta. 1083+40 to Sta. 1538+91.50) (Contract 7097)

Furnishing Field Laboratory Building	2 only	500.00	$ 1,000.00
Clearing and Grubbing	All Required(95%)		47,500.00
Ditch Excavation, Unclassified	11,260 cu.yd.	2.00	22,520.00
General Excavation, Unclassified	2,862,200 cu.yd.	0.52	1,488,344.00
Overhaul	350,500 C-yd.sta.	0.20	70,100.00
Extra for Selected Topsoil Material	125,000 cu.yd.	1.00	125,000.00
Finishing Roadbed and Slopes	All Required(95%)		14,250.00
Rounding Cutbanks	21,000 lin.ft.	0.15	3,150.00
Trench Excavation	8,700 cu.yd.	2.00	17,400.00
Special Backfill in Drains	470 cu.yd.	6.00	2,820.00
Watering	64,500 M-gal.	2.00	129,000.00
Obliteration of Roadway	5,100 sq.yd.	0.75	3,825.00
3/4"-0 Material in Base	56,900 ton	1.30	73,970.00
Plant Mix Stone Base	453,300 ton	1.30	589,290.00
3/4"-0 Aggregate in Prime Coat	1,070 cu.yd.	4.00	4,280.00
MC-250 Asphalt in Prime Coat	160 ton	50.00	8,000.00
Class "B" Asphalt Concrete Mixture	58,300 ton	3.75	218,625.00
Asphalt Cement in Mixture	3,210 ton	33.00	105,930.00
8-inch Continuously Reinforced Concrete Pavement	235,000 sq.yd.	5.00	1,175,000.00
8-inch Reinforced Concrete Pavement	2,400 sq.yd.	6.00	14,400.00
12-inch Reinforced Concrete Bridge End Panels	1,520 sq.yd.	12.00	18,240.00
Pavement Terminal Anchors	1,800 lin.ft.	10.00	18,000.00
15-inch Paved Culvert End Slopes	20 only	36.00	720.00
36-inch Paved Culvert End Slopes	16 only	95.00	1,520.00
Gravel Blanket	440 cu.yd.	1.50	660.00
Loose Riprap	91,700 cu.yd.	2.50	229,250.00
Special Loose Riprap	2,300 cu.yd.	5.00	11,500.00
Stone Dike Groins	12 only	800.00	9,600.00
12-inch Culvert Pipe	1,210 lin.ft.	2.80	3,388.00
15-inch Culvert Pipe	4,250 lin.ft.	3.25	13,812,50
18-inch Culvert Pipe	350 lin.ft.	4.00	1,400.00
24-inch Culvert Pipe	1,260 lin.ft.	5.40	6,804.00
36-inch Culvert Pipe	5,300 lin.ft.	12.50	66,250.00
48-inch Culvert Pipe	380 lin.ft.	22.00	8,360.00
72-inch Culvert Pipe	370 lin.ft.	37.00	13,690.00
8-inch Storm Sewer Pipe	470 lin.ft.	1.70	799.00
12-inch Storm Sewer Pipe	3,980 lin.ft.	3.00	11,940.00
15-inch Storm Sewer Pipe	500 lin.ft.	3.50	1,750.00
18-inch Storm Sewer Pipe	1,400 lin.ft.	5.00	7,000.00
6-inch Drain Pipe	10,200 lin.ft.	1.30	13,260.00

8-inch Drain Pipe	70 lin.ft.	2.00	140.00
Concrete Manholes	14 only	400.00	5,600.00
Concrete Inlets, Type G-1	30 only	225.00	6,750.00
Concrete Inlets, Type G-2M	6 only	250.00	1,500.00
Concrete Inlets, Type Special G-2M	58 only	350.00	20,300.00
Adjusting Manholes	2 only	150.00	300.00
36-inch Metal Flap Gates	1 only	275.00	275.00
72-inch Metal Flap Gates	1 only	1,250.00	1,250.00
Concrete Curbs	280 cu.yd.	50.00	14,000.00
Concrete Walks	185 sq.yd.	4.50	832.50
Extra for A.C. Concrete Approaches	16 only	35.00	560.00
Guide Posts, W-1	340 only	7.00	2,380.00
Guide Posts, Y-1	12 only	7.00	84.00
Guide Posts, Y-2	340 only	8.00	2,720.00
Type 1 Guard Rail	1,150 lin.ft.	2.30	2,645.00
Type 2A Guard Rail	26,700 lin.ft.	3.25	86,775.00
Salvaging Type 2 Barricade	500 lin.ft.	0.55	275.00
Type 1 Guard Rail-Salvaged Type 2 Barricade	900 lin.ft.	1.60	1,440.00
Type 2 Fence	4,970 rod	6.25	31,062.50
6' Chain Link Fence	15,000 lin.ft.	1.90	28,500.00
Roadside Seeding	300 acre	30.00	9,000.00
Roadside Mulching	300 acre	210.00	63,000.00
Grass Seed Mixture	6,000 lb.	0.70	4,200.00
Inorganic Fertilizer, 10-16-8	1,200 cwt.	6.10	7,320.00

Signing

Sign Support Footing	All Required(87%)		6,612.00
Breakaway Sign Posts	All Required(81%)		21,060.00
Pipe Sign Posts	All Required		500.00
Single Sign Supports	All Required		3,800.00
Double Sign Supports	All Required		4,400.00
Structure Mounts	All Required		1,700.00
Sign Illumination Equipment	All Required(91%)		9,100.00
Painted Wood Sign Posts	All Required(67%)		2,211.00
Type "A" & "B" Signs in Place	4,742 sq.ft.	6.75	32,008.50
Type "C", "D" & "K" Signs in Place	984 sq.ft.	3.60	3,542.40
Type "E", "F", "G" & "M" Signs in Place	386 sq.ft.	3.75	1,447.50
Type "P" Signs in Place	61 sq.ft.	5.00	305.00
Thermoplastic Pavement Arrows	9 only	100.00	900.00

Illumination

Roadway Illumination Installation, Complete	All Required		105,000.00

Retaining Walls

Shoring, Cribbing, Etc.	All Required(1%)		270.00
Structural Excavation	150 cu.yd.	8.00	1,200.00
Structural Excavation, Below Elevation Shown	10 cu.yd.	10.00	100.00
Class "A" Concrete in Retaining Walls	55 cu.yd.	75.00	4,125.00
Reinforcement in Retaining Walls	7,000 lb.	0.25	1,750.00
			$5,043,287.90

Flagging (60% of Contractor's Cost)	All Required	$ 9,000.00
Striping	All Required	3,246.00
	Subtotal	$5,055,533.90
	*10% Engr. & Cont.	504,553.10
	Total	$5,560,087.00

*Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code 6201
Roadway (Sta. 1538+91.50 thru EQ Sta. 1567+47.73 = Sta 300+00 to Sta. 307+00)
(Contract 7097)

Clearing and Grubbing	All Required(5%)		$ 2,500.00
General Excavation, Unclassified	97,800 cu.yd.	0.52	50,856.00
Overhaul	5,100 C-yd.sta.	0.20	1,020.00
Extra for Selected Topsoil Material	18,500 cu.yd.	1.00	18,500.00
Finishing Roadbed and Slopes	All Required(5%)		750.00
Rounding Cutbanks	1,500 lin.ft.	0.15	225.00
Trench Excavation	1,000 cu.yd.	2.00	2,000.00
Watering	2,500 M-gal.	2.00	5,000.00
Obliteration of Roadway	2,900 sq.yd.	0.75	2,175.00
3/4"-0 Material in Base	5,100 ton	1.30	6,630.00
Plant-Mix Stone Base	55,200 ton	1.30	71,760.00
Bituminous Base Mixture	3,100 ton	3.75	11,625.00
Asphalt in Bituminous Base Mixture	110 ton	33.00	3,630.00
3/4"-0 Aggregate in Prime Coat	360 cu.yd.	4.00	1,440.00
MC-250 Asphalt in Prime Coat	55 ton	50.00	2,750.00
Asphalt in Tack Coat	4 ton	100.00	400.00
Class "B" Asphalt Concrete Mixture	8,700 ton	3.75	32,625.00
Asphalt Cement in Mixture	480 ton	33.00	15,840.00
12-inch Reinforced Concrete Bridge End Panels	180 sq.yd.	12.00	2,160.00
15-inch Paved Culvert End Slopes	2 only	36.00	72.00
12-inch Culvert Pipe	40 lin.ft.	2.80	112.00
15-inch Culvert Pipe	580 lin.ft.	3.25	1,885.00
24-inch Culvert Pipe	240 lin.ft.	5.40	1,296.00
12-inch Storm Sewer Pipe	180 lin.ft.	3.00	540.00
15-inch Storm Sewer Pipe	1,560 lin.ft.	3.50	5,460.00
Concrete Inlets, Type G-2M	10 only	250.00	2,500.00
Concrete Inlets, Type Special G-2M	2 only	350.00	700.00
Guide Posts, W-1	20 only	7.00	140.00
Guide Posts, Y-2	60 only	8.00	480.00
Type 1 Guard Rail	50 lin.ft.	2.30	115.00
Type 2A Guard Rail	1,100 lin.ft.	3.25	3,575.00
Type 2 Barricade	900 lin.ft.	3.25	2,925.00
Portable Barricade	10 only	100.00	1,000.00
Salvaging Type 2 Barricade	400 lin.ft.	0.55	220.00
Type 2 Fence	600 rod	6.25	3,750.00
Roadside Seeding	35 acre	30.00	1,050.00
Roadside Mulching	35 acre	210.00	7,350.00
Grass Seed Mixture	700 lb.	0.70	490.00
Inorganic Fertilizer, 10-16-8	140 cwt.	6.10	854.00

Signing

Sign Support Footings	All Required(13%)		988.00
Breakaway Sign Posts	All Required(19%)		4,940.00
Sign Illumination Equipment	All Required(9%)		900.00
Painted Wood Sign Posts	All Required(33%)		1,089.00
Type "A" & "B" Signs in Place	728 sq.ft.	6.75	4,914.00
Type "C", "D" & "R" Signs in Place	511 sq.ft.	3.60	1,839.60
Type "E", "F", "G" & "H" Signs in Place	23 sq.ft.	3.75	86.25
Type "P" Signs in Place	12 sq.ft.	5.00	60.00
Thermoplastic Pavement Arrows	1 only	100.00	100.00
			$ 281,316.85
Flagging (60% of Contractor's Cost)	All Required		1,000.00
Striping	All Required		252.48
			$ 1,252.48
	Subtotal		$ 282,569.33
	10% Engr. & Cont.		28,256.67
	Total		$ 310,826.00

Type Code X721
West Pendleton Interchange Br. #9636 (Sta. 1245+91.29 (Length 387')

Shoring, Cribbing, Etc.	All Required(15%)		$ 4,050.00
Structural Excavation	850 cu.yd.	8.00	6,800.00
Structural Excavation, Below Elevation Shown	90 cu.yd.	10.00	900.00
Furnish 10 BP 42 Steel Piling	900 lin.ft.	4.80	4,320.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	30.00	270.00
Class "A" Concrete (1715 cu.yd)	All Required(13%)		137,800.00
Reinforcement (449,700 lb.)	All Required(14%)		60,200.00
Two Tube Steel Railing	790 lin.ft.	18.50	14,615.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast Iron Soil Pipe	100 lin.ft.	10.00	1,000.00
1-1/4-inch Electrical Conduit	460 lin.ft.	1.75	805.00
			$ 233,960.00

Type Code X571
Reith Highway & U.P.R.R. O'Xing Br. #9520 and 9520A (Sta. 1262+11 to Sta. 1266+50) (Contract 7097)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required(4%) $		720.00
Shoring, Cribbing, Etc.	All Required(34%)		9,180.00
Structural Excavation	2,000 cu.yd.	8.00	16,000.00

Structural Excavation, Below Elevation Shown	200	cu.yd.	10.00	2,000.00
Furnish 10 BP 42 Steel Piling	1,540	lin.ft.	4.80	7,392.00
Drive Steel Piles	28	only	70.00	1,960.00
Splice Steel Piles	7	only	30.00	210.00
Class "A" Concrete (2,290 cu.yd.)	All	Required(18%)		190,800.00
Reinforcement (558,700 lb.)	All	Required(17%)		73,100.00
Structural Steel (1,418,000 lb.)	All	Required(80%)		380,000.00
Two Tube Steel Railing	1,734	lin.ft.	18.50	32,079.00
8-inch Metal Drain Pipe, Type "A" Coating	260	lin.ft.	4.00	1,040.00
8-inch Cast Iron Soil Pipe	180	lin.ft.	10.00	1,800.00
1-inch Electrical Conduit	210	lin.ft.	1.50	315.00
1-1/4-inch Electrical Conduit	440	lin.ft.	1.75	770.00
				$ 717,366.00

Type Code X081
Umatilla River Bridges Br. #9521 and 9521A (Sta. 1318+21 to Sta. 1324+81)
(Contract 7097)

Shoring, Cribbing, Etc., Umatilla River Bridges	All	Required		$ 20,000.00
Structural Excavation	2,460	cu.yd.	8.00	19,680.00
Structural Excavation, Below Elevation Shown	240	cu.yd.	10.00	2,400.00
Furnish 10 BP 42 Steel Piling	950	lin.ft.	4.80	4,560.00
Drive Steel Piles	38	only	70.00	2,660.00
Splice Steel Piles	10	only	30.00	300.00
Class "A" Concrete (2,973 cu.yd.)	All	Required(22%)		233,200.00
85'/90' Type 5 Prestressed Beams	3	only	2,750.00	8,250.00
90'/95' Type 5 Prestressed Beams	2	only	2,835.00	5,670.00
95'/100' Type 5 Prestressed Beams	2	only	3,065.00	6,130.00
100'/105' Type 5 Prestressed Beams	5	only	3,180.00	15,900.00
105'/110' Type 5 Prestressed Beams	24	only	3,225.00	77,400.00
110'/115' Type 5 Prestressed Beams	17	only	3,490.00	59,330.00
115'/120' Type 5 Prestressed Beams	2	only	3,570.00	7,140.00
Reinforcement (550,400 lb.)	All	Required(17%)		73,100.00
Two Tube Steel Railing	2,388	lin.ft.	18.50	44,178.00
8-inch Metal Drain Pipe, Type "A" Coating	50	lin.ft.	4.00	200.00
				$ 580,098.00

Type Code X221
Emigrant Ave. Intchge. Br. #9522 and 9522A (Sta. 1351+93.00 to Sta. 1354+01.50)
(Contract 7097)

Shoring, Cribbing, Etc.	All	Required(15%)		$ 4,050.00
Structural Excavation	1,090	cu.yd.	8.00	8,720.00
Structural Excavation Below Elevation Shown	110	cu.yd.	10.00	1,100.00
Furnish 10 BP 42 Steel Piling	250	lin.ft.	4.80	1,200.00
Drive Steel Piles	10	only	70.00	700.00
Splice Steel Piles	2	only	30.00	60.00
Class "A" Concrete (1,604 cu.yd.)	All	Required(12%)		127,200.00

Reinforcement (438,600 lb.)	All Required(14%)		60,200.00
Two Tube Steel Railing	850 lin.ft.	18.50	15,725.00
Preparation of Slopes	940 sq.yd.	2.00	1,880.00
Concrete Slab Riprap	940 sq.yd.	10.00	9,400.00
8-inch Metal Drain Pipe, Type "A" Coating	180 lin.ft.	4.00	720.00
8-inch Cast Iron Soil Pipe	80 lin.ft.	10.00	800.00
			$ 231,755.00

Type Code X080
Emigrant Ave. Intchge. Br. #9522B (Sta. 1352+95) (Length 32') (Contract 7097)

Shoring, Cribbing, Etc.	All Required(4%)	$	$ 1,080.00
Structural Excavation	1,070 cu.yd.	8.00	8,560.00
Structural Excavation Below Elevation Shown	110 cu.yd.	10.00	1,100.00
Class "A" Concrete (805 cu.yd.)	All Required(6%)		63,600.00
Class "B" Concrete	240 cu.yd.	50.00	12,000.00
4' x 30'/35' Prestressed Slabs	48 only	1,300.00	62,400.00
Reinforcement (124,500 lb.)	All Required(4%)		17,200.00
			$ 165,940.00

Type Code X221
S. Pendleton Intchge. Br. #9523 and 9523A (Sta. 1428+07.87 to Sta. 1430 + 01.87) (Contract 7097)

Shoring, Cribbing, Etc.	All Required(10%)		$ 2,700.00
Structural Excavation	730 cu.yd.	8.00	5,840.00
Structural Excavation, Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish 10 BP 42 Steel Piling	3,785 lin.ft.	4.80	18,168.00
Drive Steel Piles	116 only	70.00	8,120.00
Splice Steel Piles	30 only	30.00	900.00
Class "A" Concrete (1,346 cu.yd.)	All Required(10%)		106,000.00
Reinforcement (412,000 lb.)	All Required(13%)		55,900.00
Two Tube Steel Railing	792 lin.ft.	18.50	14,652.00
Preparation of Slopes	1,150 sq.yd.	2.00	2,300.00
Concrete Slab Riprap	1,150 sq.yd.	10.00	11,500.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast Iron Soil Pipe	90 lin.ft.	10.00	900.00
			$ 228,360.00

Type Code X771
Goad Road U-Xing Br. #9524 (Sta. 1487+37.94) (Length 264')(Contract 7097)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required(42%)		$ 7,560.00
Shoring, Cribbing, Etc.	All Required(6%)		1,620.00
Structural Excavation	400 cu.yd.	8.00	3,200.00
Structural Excavation, Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	1,250 lin.ft.	4.80	6,000.00
Drive Steel Piles	36 only	70.00	2,520.00

Splice Steel Piles	9 only	30.00	270.00
Class "A" Concrete (462 cu.yd.)	All Required(3%)		31,800.00
Reinforcement (100,000 lb.)	All Required(3%)		12,900.00
Structural Steel (348,100 lb.)	All Required(20%)		95,000.00
Two Tube Steel Railing	614 lin.ft.	18.50	11,359.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	10.00	3,100.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
			$ 177,029.00

Type Code X221
E. Pendleton Intchge. Br. #9525 and 9525A (Sta. 1538+40.25 to Sta. 1540+54.25)
(Contract 7097)

Shoring, Cribbing, Etc.	All Required(12%)		$ 3,240.00
Structural Excavation	1,090 cu.yd.	8.00	8,720.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	10.00	1,100.00
Class "A" Concrete (1,912 cu.yd.)	All Required(14%)		148,400.00
Reinforcement (527,900 lb.)	All Required(17%)		73,100.00
Two Tube Steel Railing	879 lin.ft.	18.50	16,261.50
			$ 250,821.50

Type Code X020
Tutuilla Cr. Bridge Br. #9778 (Sta. 1360 Rt.) (Length 70')
(Contract 7097)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required(54%)		$ 9,720.00
Shoring, Cribbing, Etc.	All Required(3%)		810.00
Structural Excavation	160 cu.yd.	8.00	1,280.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10 BP 42 Steel Piling	650 lin.ft.	4.80	3,120.00
Drive Steel Piles	26 only	70.00	1,820.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (229 cu.yd.)	All Required(2%)		21,200.00
Reinforcement (37,700 lb.)	All Required(1%)		4,300.00
Metal Parapet Railing, Single Pipe	146 lin.ft.	10.00	1,460.00
Pedestrian Handrail	72 lin.ft.	21.00	1,512.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00	800.00
8-inch Cast Iron Soil Pipe	190 lin.ft.	10.00	1,900.00
			$ 48,302.00
			$2,633,631.50

Railroad Protective Costs	All Required	$ 11,000.00
Railroad Signal and Communication Lines Protective Work	All Required	19,210.00
Concrete Color Additive	All Required	3,000.00
		$ 33,210.00

Subtotal, Structures	$2,666,841.50
10% Engr. & Cont.	266,683.50
Total, Structures	$2,933,525.00

Length of PCC Pavement - - - - - 8.332 miles
Length of AC Pavement - - - - - 0.643 mile
Length of Structures (5) - - - - 0.299 mile
9.274 miles

Cost of PCC Rdwy. Per Mile - - - $667,317.21
Cost of AC Rdwy. Per Mile - - - $483,399.69

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
PCC Roadway	$5,560,087.00	$5,129,700.00	$430,387.00
AC Roadway	310,826.00	286,700.00	24,126.00
Structures	2,933,525.00	2,706,400.00	227,125.00
Total	$8,804,438.00	$8,122,800.00	$681,638.00

Utilities*

Pacific N. W. Bell	All Required	$ 16,770.00
Pacific Power & Light	All Required	11,652.56
Pendleton Community T.V. Service	All Required	600.00
Cascade Natural Gas	All Required	20,455.65
City of Pendleton	All Required	618,000.00
Eastern Oregon Tel. Co.	All Required	9,475.00
	Subtotal	$ 676,953.21
	10% Engr. & Cont.	67,694.79
	Total	$ 744,648.00

*Note:
The above listed utilities will be charged to Project No. I-80N-5(22)204.

State funds for const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State funds for maint.: Chap. 529, Laws 1939.

Group 1-100%

Prefix: 630-1098

Pendleton Section
Nonparticipating Work
Project No. I-80N-5(29)204

[illegible]

Move Mail Box Posts	All Required	$ 250.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-85	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Umatilla
PROJECT REPORT NO. 4 [illegible] 7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-80N-5(29)204

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pendleton Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	9.274
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 8,797,289	FEDERAL FUNDS $ 8,116,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer November 16, 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 1, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section
Grading, Paving, Structures and Landscaping

As requested in Mr. Young's letter of October 25, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 20, 1967 in the award of contract No. 7097 to Rogers Construction Company, of Portland, Oregon, low bidder in the amount of $7,958,236.25 at the September 28, 1967 bid opening.

Stipulations outlined in our PS&E letter of September 6, 1967 regarding permit of entry from the City of Pendleton, Oregon and the Union Pacific's Railroad Agreement and required plan approval have been satisfied by the Railroad's October 16 and 17, 1967 letters. Therefore, you are authorized to proceed with the physical railroad work under this project.

Litchfield

11-6-67
REFERRED TO
Young
STATE HWY. ENGR

NOTED

1967

NOTED
R N. CHASE

Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(29)204

PENDLETON SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Project Agreement Estimate

Salem, Oregon, November 3, 1967

Type Code 7221
Roadway (Sta. 1083+40 to Sta. 1538+91.50)(Contract 7097)

Furnishing Field Laboratory Building	2	only	$ 500.00	$ 1,000.00
Clearing and Grubbing	All	Required (95%)		47,500.00
Ditch Excavation, Unclassified	11,260	cu.yd.	2.00	22,520.00
General Excavation, Unclassified	2,862,200	cu.yd.	0.52	1,4[illegible],344.00
Overhaul	350,500	C-yd.sta.	0.20	70,100.00
Extra for Selected Topsoil Material	125,000	cu.yd.	1.00	125,000.00
Finishing Roadbed and Slopes	All	Required (95%)		14,250.00
Rounding Cutbanks	21,000	lin.ft.	0.15	3,150.00
Trench Excavation	8,700	cu.yd.	2.00	17,400.00
Special Backfill in Drains	470	cu.yd.	6.00	2,820.00
Watering	64,500	M-Gal.	2.00	129,000.00
Obliteration of Roadway	5,100	sq.yd.	0.75	3,825.00
3/4" - 0 Material in Base	56,900	ton	1.30	73,970.00
Plant Mix Stone Base	453,300	ton	1.30	589,290.00
3/4" - 0 Aggregate in Prime Coat	1,070	cu.yd.	4.00	4,280.00
MC-250 Asphalt in Prime Coat	160	ton	50.00	8,000.00
Class "B" Asphalt Concrete Mixture	58,300	ton	3.75	218,625.00
Asphalt Cement in Mixture	3,210	ton	33.00	105,930.00
8-inch Continuously Reinforced Concrete Pavement	235,000	sq.yd.	5.00	1,175,000.00
8-inch Reinforced Concrete Pavement	2,400	sq.yd.	6.00	14,400.00
12-inch Reinforced Concrete Bridge End Panels	1,520	sq.yd.	12.00	18,240.00
Pavement Terminal Anchors	1,800	lin.ft.	10.00	18,000.00
15-inch Paved Culvert End Slopes	20	only	36.00	720.00
36-inch Paved Culvert End Slopes	16	only	95.00	1,520.00
Gravel Blanket	440	cu.yd.	1.50	660.00
Loose Riprap	91,700	cu.yd.	2.50	229,250.00
Special Loose Riprap	2,300	cu.yd.	5.00	11,500.00
Stone Dike Groins	12	only	800.00	9,600.00
12-inch Culvert Pipe	1,210	lin.ft.	2.80	3,388.00
15-inch Culvert Pipe	4,250	lin.ft.	3.25	13,812.50
18-inch Culvert Pipe	350	lin.ft.	4.00	1,400.00
24-inch Culvert Pipe	1,260	lin.ft.	5.40	6,804.00
36-inch Culvert Pipe	5,300	lin.ft.	12.50	66,250.00
48-inch Culvert Pipe	380	lin.ft.	22.00	8,360.00
72-inch Culvert Pipe	370	lin.ft.	37.00	13,690.00

8-inch Storm Sewer Pipe	470	lin.ft.	$ 1.70	$ 799.00
12-inch Storm Sewer Pipe	3,980	lin.ft.	3.00	11,940.00
15-inch Storm Sewer Pipe	500	lin.ft.	3.50	1,750.00
18-inch Storm Sewer Pipe	1,400	lin.ft.	5.00	7,000.00
6-inch Drain Pipe	10,200	lin.ft.	1.30	13,260.00
8-inch Drain Pipe	70	lin.ft.	2.00	140.00
Concrete Manholes	14	only	400.00	5,600.00
Concrete Inlets, Type G-1	30	only	225.00	6,750.00
Concrete Inlets, Type G-2M	6	only	250.00	1,500.00
Concrete Inlets, Type Special G-2M	58	only	350.00	20,300.00
Adjusting Manholes	2	only	150.00	300.00
36-inch Metal Flap Gates	1	only	275.00	275.00
72-inch Metal Flap Gates	1	only	1,250.00	1,250.00
Concrete Curbs	280	cu.yd.	50.00	14,000.00
Concrete Walks	185	sq.yd.	4.50	832.50
Extra for A.C. Concrete Approaches	16	only	35.00	560.00
Guide Posts, W-1	340	only	7.00	2,380.00
Guide Posts, Y-1	12	only	7.00	84.00
Guide Posts, Y-2	340	only	8.00	2,720.00
Type 1 Guard Rail	1,150	lin.ft.	2.30	2,645.00
Type 2A Guard Rail	26,700	lin.ft.	3.25	86,775.00
Salvaging Type 2 Barricade	500	lin.ft.	0.55	275.00
Type 1 Guard Rail-Salvaged Type 2 Barricade	900	lin.ft.	1.60	1,440.00
Type 2 Fence	4,970	rod.	6.25	31,062.50
6' Chain Link Fence	15,000	lin.ft.	1.90	28,500.00
Roadside Seeding	300	acre	30.00	9,000.00
Roadside Mulching	300	acre	210.00	63,000.00
Grass Seed Mixture	6,000	lb.	0.70	4,200.00
Inorganic Fertilizer, 10-16-8	1,200	cwt.	6.10	7,320.00

SIGNING

Sign Support Footing	All	Required (87%)		6,612.00
Breakaway Sign Posts	All	Required (81%)		21,060.00
Pipe Sign Posts	All	Required		500.00
Single Sign Supports	All	Required		3,800.00
Double Sign Supports	All	Required		4,400.00
Structure Mounts	All	Required		1,700.00
Sign Illumination Equipment	All	Required (91%)		9,100.00
Painted Wood Sign Posts	All	Required (67%)		2,211.00
Type "A" & "B" Signs in Place	4,742	sq.ft.	6.75	32,008.50
Type "C", "D" & "R" Signs in Place	984	sq.ft.	3.60	3,542.40
Type "E", "F", "G" & "H" Signs in Place	386	sq.ft.	3.75	1,447.50
Type "P" Signs in Place	61	sq.ft.	5.00	305.00
Thermoplastic Pavement Arrows	9	only	100.00	900.00

ILLUMINATION

Roadway Illumination Installation Complete	All Required			$ 105,000.00

RETAINING WALLS

Shoring Cribbing, etc.	All Required (1%)			270.00
Structural Excavation	150 cu.yd.	$	8.00	1,200.00
Structural Excavation, Below Elevation Shown	10 cu.yd.		10.00	100.00
Class "A" Concrete in Retaining Walls	55 cu.yd.		75.00	4,125.00
Reinforcement in Retaining Walls	7,000 lb.		0.25	1,750.00
				$5,043,287.90
Flagging (60% of Contractors Cost)	All Required			9,000.00
	Subtotal			$5,052,287.90
	*10% Engr. & Cont.			504,228.10
	Total			$5,556,516.00

*Reduced in accordance with paragraph 5 (Project Field Office) of P.P.M. 30-6.

Type Code (620)
Roadway (Sta. 1538+93.50 thru EQ Sta. 1567+47.73 - Sta. 300+00 to Sta. 307+00)
(Contract 7047)

Clearing and Grubbing	All Required (5%)			$	2,500.00
General Excavation, Unclassified	97,800 cu.yd.	$	0.52		50,856.00
Overhaul	5,100 C-yd.sta.		0.20		1,020.00
Extra for Selected Topsoil Material	18,500 cu.yd.		1.00		18,500.00
Finishing Roadbed and Slopes	All Required (5%)				750.00
Rounding Cutbanks	1,500 lin.ft.		0.15		225.00
Trench Excavation	1,000 cu.yd.		2.00		2,000.00
Watering	2,500 M-Gal.		2.00		5,000.00
Obliteration of Roadway	2,900 sq.yd.		0.75		2,175.00
3/4"- 0 Material in Base	5,100 ton		1.30		6,630.00
Plant-Mix Stone Base	55,200 ton		1.30		71,760.00
Bituminous Base Mixture	3,100 ton		3.75		11,625.00
Asphalt in Bituminous Base Mixture	110 ton		33.00		3,630.00
3/4"- 0 Aggregate in Prime Coat	360 cu.yd.		4.00		1,440.00
MC-250 Asphalt in Prime Coat	55 ton		50.00		2,750.00
Asphalt in Tack Coat	4 ton		100.00		400.00
Class "B" Asphalt Concrete Mixture	8,700 ton		3.75		32,625.00
Asphalt Cement in Mixture	480 ton		33.00		15,840.00
12-inch Reinforced Concrete Bridge End Panels	180 sq.yd.		12.00		2,160.00

15-inch Paved Culvert End Slopes	2 only	$ 36.00	$ 72.00
12-inch Culvert Pipe	40 lin.ft.	2.80	112.00
15-inch Culvert Pipe	580 lin.ft.	3.25	1,885.00
24-inch Culvert Pipe	240 lin.ft.	5.40	1,296.00
12-inch Storm Sewer Pipe	180 lin.ft.	3.00	540.00
15-inch Storm Sewer Pipe	1,560 lin.ft.	3.50	5,460.00
Concrete Inlets, Type G-2M	10 only	250.00	2,500.00
Concrete Inlets, Type Special G-2M	2 only	350.00	700.00
Guide Posts, W-1	20 only	7.00	140.00
Guide Posts, Y-2	60 only	8.00	480.00
Type 1 Guard Rail	50 lin.ft.	2.30	115.00
Type 2A Guard Rail	1,100 lin.ft.	3.25	3,575.00
Type 2 Barricade	900 lin.ft.	3.25	2,925.00
Portable Barricade	10 only	100.00	1,000.00
Salvaging Type 2 Barricade	400 lin.ft.	0.55	220.00
Type 2 Fence	640 rod.	6.25	3,750.00
Roadside Seeding	35 acre	30.00	1,050.00
Roadside Mulching	35 acre	210.00	7,350.00
Grass Seed Mixture	700 lb.	0.70	490.00
Inorganic Fertilizer, 10-16-8	140 cwt.	6.10	854.00
SIGNING			
Sign Support Footings	All Required (13%)		988.00
Breakaway Sign Posts	All Required (19%)		4,940.00
Sign Illumination Equipment	All Required (9%)		900.00
Painted Wood Sign Posts	All Required (33%)		1,089.00
Type "A" & "B" Signs in Place	728 sq.ft.	6.75	4,914.00
Type "C", "D" & "E" Signs in Place	511 sq.ft.	3.60	1,839.60
Type "E", "F", "G" & "H" Signs in Place	23 sq.ft.	3.75	86.25
Type "P" Signs in Place	12 sq.ft.	5.00	60.00
Thermoplastic Pavement Arrows	1 only	100.00	100.00
			$ 281,316.85
Flagging (60% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$ 282,316.85
	10% Engr. & Cont.		28,231.15
	Total		$ 310,548.00

Type Code X721
West Pendleton Interchange Br. #9636 (Sta. 1245+91.29)(Length 367')

Shoring, Cribbing, etc.	All Required (15%)		$ 4,050.00
Structural Excavation	850 cu.yd.	$ 8.00	6,800.00

Structural Excavation, Below Elevation Shown	90 cu.yd.	$ 10.00	$ 900.00
Furnish 10 BP 42 Steel Piling	900 lin.ft.	4.80	4,320.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	30.00	270.00
Class "A" Concrete (1715 cu.yd.)	All Required (13%)		137,800.00
Reinforcement (449,700 lb.)	All Required (14%)		60,200.00
Two Tube Steel Railing	790 lin.ft.	18.50	14,615.00
8-inch Metal Drain Pipe Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast Iron Soil Pipe	100 lin.ft.	10.00	1,000.00
1½-inch Electrical Conduit	460 lin.ft.	1.75	805.00
			$ 233,960.00

Type Code X571
Smith Highway & U.P.R.R. O'xing Br. #9520 and 9520A (Sta. 1262+11 to Sta. 1266+50)
(Contract 7087)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required (4%)		$ 720.00
Shoring, Cribbing, etc.	All Required (34%)		9,180.00
Structural Excavation	2,000 cu.yd.	$ 8.00	16,000.00
Structural Excavation, Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Furnish 10 BP 42 Steel Piling	1,540 lin.ft.	4.80	7,392.00
Drive Steel Piles	28 only	70.00	1,960.00
Splice Steel Piles	7 only	30.00	210.00
Class "A" Concrete (2,290 cu.yd.)	All Required (14%)		190,800.00
Reinforcement (558,700 lb.)	All Required (17%)		73,100.00
Structural Steel (1,418,000 lb.)	All Required (80%)		380,000.00
Two Tube Steel Railing	1,734 lin.ft.	18.50	32,079.00
8-inch Metal Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
8-inch Cast Iron Soil Pipe	180 lin.ft.	10.00	1,800.00
1-inch Electrical Conduit	210 lin.ft.	1.50	315.00
1½-inch Electrical Conduit	440 lin.ft.	1.75	770.00
			$ 717,366.00

Type Code X681
Umatilla River Bridges Br. #9521 and 9521A (Sta. 1318+21 to Sta. 1324+80)
(Contract 7087)

Shoring, Cribbing, etc., Umatilla River Bridges	All Required	$ 20,000.00

Structural Excavation	2,460 cu.yd.	$ 8.00	$ 19,680.00
Structural Excavation, Below Elevation Shown	240 cu.yd.	10.00	2,400.00
Furnish 10 HP 42 Steel Piling	950 lin.ft.	4.80	4,560.00
Drive Steel Piles	38 only	70.00	2,660.00
Splice Steel Piles	10 only	30.00	300.00
Class "A" Concrete (2,973 cu.yd.)	All Required (22%)		233,200.00
85' /90' Type 5 Prestressed Beams	3 only	2,750.00	8,250.00
90' /95' Type 5 Prestressed Beams	2 only	2,835.00	5,670.00
95' /100' Type 5 Prestressed Beams	2 only	3,065.00	6,130.00
100' /105' Type 5 Prestressed Beams	5 only	3,180.00	15,900.00
105' /110' Type 5 Prestressed Beams	24 only	3,225.00	77,400.00
110' /115' Type 5 Prestressed Beams	17 only	3,490.00	59,330.00
115' /120' Type 5 Prestressed Beams	2 only	3,570.00	7,140.00
Reinforcement (550,400 lb.)	All Required (17%)		73,100.00
Two Tube Steel Railing	2,388 lin.ft.	18.50	44,178.00
8-inch Metal Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$ 580,098.00

Type Code X221
Emigrant Ave. Intchge. Br. #9522 and 9522A (Sta. 135+93.00 to Sta. 135+01.50)
(Contract 7097)

Shoring, Cribbing, etc.	All Required (15%)		$ 4,050.00
Structural Excavation	1,090 cu.yd.	$ 8.00	8,720.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	10.00	1,100.00
Furnish 10 HP 42 Steel Piling	250 lin.ft.	4.80	1,200.00
Drive Steel Piles	10 only	70.00	700.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (1,604 cu.yd.)	All Required (12%)		127,200.00
Reinforcement (438,600 lb.)	All Required (14%)		60,200.00
Two Tube Steel Railing	850 lin.ft.	18.50	15,725.00
Preparation of Slopes	940 sq.yd.	2.00	1,880.00
Concrete Slab Riprap	940 sq.yd.	10.00	9,400.00
8-inch Metal Drain Pipe, Type "A" Coating	180 lin.ft.	4.00	720.00
8-inch Cast Iron Soil Pipe	80 lin.ft.	10.00	800.00
			$ 231,755.00

Type Code X080
Emigrant Ave. Intchge. Br. #9522B (Sta. 1352+95)(Length 32')(Contract 7097)

Shoring, Cribbing, etc.	All Required (4%)		$ 1,080.00
Structural Excavation	1,070 cu.yd.	$ 8.00	8,560.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	10.00	1,100.00
Class "A" Concrete (805 cu.yd.)	All Required (6%)		63,600.00
Class "B" Concrete	240 cu.yd.	50.00	12,000.00
4'X30'/35' Prestressed Slabs	48 only	1,300.00	62,400.00
Reinforcement (124,500 lb.)	All Required (4%)		17,200.00
			$ 165,940.00

Type Code X221
S. Pendleton Intchge. Br. #9523 and 9523A (Sta. 1428+07.87 to Sta. 1430+01.87) (Contract 7097)

Shoring, Cribbing, etc.	All Required (10%)		$ 2,700.00
Structural Excavation	730 cu.yd.	$ 8.00	5,840.00
Structural Excavation, Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish 10 BP 42 Steel Piling	3,785 lin.ft.	4.20	18,168.00
Drive Steel Piles	116 only	70.00	8,120.00
Splice Steel Piles	30 only	30.00	900.00
Class "A" Concrete (1,346 cu.yd.)	All Required (10%)		106,000.00
Reinforcement (412,000 lb.)	All Required (13%)		55,900.00
Two Tube Steel Railing	792 lin.ft.	18.50	14,652.00
Preparation of Slopes	1,150 sq.yd.	2.00	2,300.00
Concrete Slab Riprap	1,150 sq.yd.	10.00	11,500.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast Iron Soil Pipe	90 lin.ft.	10.00	900.00
			$ 228,360.00

Type Code X771
Good Road U'xing Br. #9524 (Sta. 1487+37.94)(Length 264')(Contract 7097)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required (42%)		$ 7,560.00
Shoring, Cribbing, etc.	All Required (6%)		1,620.00
Structural Excavation	400 cu.yd.	$ 8.00	3,200.00
Structural Excavation, Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	1,250 lin.ft.	4.80	6,000.00

Drive Steel Piles	36 only	$ 70.00	$ 2,520.00
Splice Steel Piles	9 only	30.00	270.00
Class "A" Concrete (462 cu.yd.)	All Required (3%)		31,600.00
Reinforcement (100,000 lb.)	All Required (3%)		12,900.00
Structural Steel (348,100 lb.)	All Required (20%)		95,000.00
Two Tube Steel Railing	614 lin.ft.	18.50	11,359.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	10.00	3,100.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
			$177,029.00

Type Code X221
E. Pendleton Intchge. Br. #9525 and 9525A (Sta. 1538+40.25 to Sta. 1540+54.25)
(Contract 7097)

Shoring, Cribbing, etc.	All Required (12%)		$ 3,240.00
Structural Excavation	1,090 cu.yd.	$ 8.00	8,720.00
Structural Excavation, below Elevation Shown	110 cu.yd.	10.00	1,100.00
Class "A" Concrete (1,912 cu.yd.)	All Required (14%)		148,400.00
Reinforcement (527,900 lb.)	All Required (17%)		73,100.00
Two Tube Steel Railing	879 lin.ft.	18.50	16,261.50
			$250,821.50

Type Code X020
Tutuilla Cr. Bridge Br. #9771B (Sta. 1360 Rt.)(Length 70')(Contract 7097)

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required (54%)		$ 9,720.00
Shoring, Cribbing, etc.	All Required (3%)		810.00
Structural Excavation	160 cu.yd.	$ 8.00	1,280.00
Structural Excavation, Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10 BP 42 Steel Piling	650 lin.ft.	4.80	3,120.00
Drive Steel Piles	26 only	70.00	1,820.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (229 cu.yd.)	All Required (2%)		21,200.00
Reinforcement (37,700 lb.)	All Required (1%)		4,300.00
Metal Parapet Railing, Single Pipe	146 lin.ft.	10.00	1,460.00
Pedestrian Handrail	72 lin.ft.	21.00	1,512.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00	800.00
8-inch Cast Iron Soil Pipe	190 lin.ft.	10.00	1,900.00
			$ 48,302.00

		$2,633,631.50
Railroad Protective Costs	All Required	$ 11,000.00
Railroad Signal and Communications Lines Protective Work	All Required	19,210.00
		$ 30,210.00
	Subtotal Structures	$2,663,841.50
	10% Engr. & Cont.	266,383.50
	Total Structures	$2,930,225.00

Length of PCC Pavement	8.332 miles
Length of AC Pavement	0.643 mile
Length of Structures (5)	0.299 mile
	9.274 miles

Cost of PCC Roadway	per mile	$666,888.62
Cost of AC Roadway	per mile	$482,967.34

Retained in Proposed Status

Striping	All Required	$ 3,500.00
Concrete Color Additive	All Required	3,000.00
	Subtotal	$ 6,500.00
	10% Engr. & Cont.	650.00
	Total	$ 7,150.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
PCC Roadway	$5,556,516.00	$5,126,400.00	$430,116.00
AC Roadway	310,548.00	286,500.00	24,048.00
Structures	2,930,225.00	2,703,400.00	226,825.00
Subtotal	$8,797,289.00	$8,116,300.00	$680,989.00
Retained in Program	7,150.00	6,500.00	650.00
Total	$8,804,439.00	$8,122,800.00	$681,639.00

UTILITIES *

Pacific N.W. Bell	All Required	$ 16,770.00
Pacific Power and Light	All Required	11,652.56
Pendleton Community T.V. Service	All Required	600.00
Cascade Natural Gas	All Required	20,455.65
City of Pendleton	All Required	618,000.00
Eastern Oregon Telephone Co.	All Required	9,475.00
	Subtotal	$676,953.21
	10% Engr. & Cont.	67,694.79
	Total	$744,648.00

*Note:
The above listed utilites will be charged to Project No. I-80N-5(22)204

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 630-1098

PENDLETON SECTION

NONPARTICIPATING WORK

PROJECT NO. I-80N-5(29)204

Move Mail Box Posts	All Required	$250.00

PENDLETON SECTION

PROJECT NO. I-80N-5(29)204

UPRR Railroad Protective Costs

Figure one Engineer Inspector for 6 months

One full flagging crew for one month

Engineer Inspector		@ $767/month	Hdqr. Portland
Salary:	6X767		= $ 4,602.00
	+ 30% Additives		= 1,380.60
		Total Salary	$ 5,982.60
Expenses:	125 days	@ $12/day	= 1,500.00
Equipment:	125 days	@ $9.50/day	= 1,187.50
		Total Engr. - Insp. Cost	$ 8,670.10
Flagging Crew			
One Foreman	22 days	X $2.95/hours X 8	= $ 519.20
Overtime	22	X 2.95 X 1.5 X 1	= 88.11
Two Laborers	22 days	X 2.67/hours X 8	= 939.84
Overtime	22	X 2.67 X 1.5 X 1	= 176.22
		Total Wages	$ 1,723.37
		+ 30% Additives	517.01
		Total Flagging Crew Chgs.	$ 2,240.38
Total Railroad Protective Charges			$10,910.48
State will stand			$11,000.00

PENDLETON SECTION - Cont'd.

PROJECT NO. I-80N-5(29)204

UPRR Railroad Signal and Communication Line Protective Work

	Labor	Materials	Total
Signal Work - Temporary			
Install Signal Circuits in Temporary Undergound Cable	$2,800.00	$3,500.00	
Labor & Matl. Additives	944.00	350.00	
Contingencies	336.00	420.00	
	$4,080.00	$4,270.00	$8,350.00
Signal Work - Permanent			
Restore Signal Circuits to Permanent Location	$1,500.00	$ 150.00	
Labor & Mat. Additives	506.00	15.00	
Contingencies	184.00	20.00	
	$2,190.00	$ 185.00	$2,375.00
Communications Work - Temporary			
Install Comm Circuits in Temporary Underground Cable	$2,600.00	$1,900.00	
Labor & Matl. Additives	840.00	190.00	
Contingencies	260.00	190.00	
	$3,700.00	$2,280.00	$5,980.00
Communications Work - Permanent			
Restore Comm. Circuits to Permanent Location	$1,800.00	$ 233.00	
Labor & Matl. Additives	580.00	23.00	
Contingencies	180.00	24.00	
	$2,560.00	$ 280.00	$2,840.00
Salvage Credit			
Communications Materials		$ (335.00)	
		$ (335.00)	$ (335.00)
			$19,210.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(29)204

PENDLETON SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Revised
P.S. & E. estimate.

Salem, Oregon, September 21, 1967

Type Code 7221
Roadway (Sta. 1083+40 to Sta. 1538+91.50)

Furnishing Field Laboratory Building	2	only	$500.00	$ 1,000.00
Clearing and Grubbing	All	Required (95%)		47,500.00
Ditch Excavation, Unclass.	11,260	cu.yd.	2.50	28,150.00
General Excavation, Unclass.	2,862,200	cu.yd.	0.62	1,774,564.00
Overhaul	350,500	C-yd.sta.	0.40	140,200.00
Extra for Selected Topsoil Material	125,000	cu.yd.	0.75	93,750.00
Finishing Roadbed and Slopes	All	Required (95%)		14,250.00
Rounding Cutbanks	21,000	lin.ft.	0.20	4,200.00
Trench Excavation	8,700	cu.yd.	3.00	26,100.00
Special Backfill in Drains	470	cu.yd.	7.00	3,290.00
Watering	64,500	M-gal.	3.00	193,500.00
Obliteration of Roadway	5,100	sq.yd.	0.35	1,785.00
3/4" - 0 Material in Base	56,900	ton	1.60	91,040.00
Plant-Mix Stone Base	453,300	ton	1.60	725,280.00
3/4" - 0 Aggregate in Prime Coat	1,070	cu.yd.	4.00	4,280.00
MC-250 Asphalt in Prime Coat	160	ton	55.00	8,800.00
Class "B" Asphalt Concrete Mixture	58,300	ton	3.75	218,625.00
Asphalt Cement in Mixture	3,210	ton	35.00	112,350.00
8-inch Continuously Reinforced Concrete Pavement	235,000	sq.yd.	5.50	1,292,500.00
8-inch Reinforced Concrete Pavement	2,400	sq.yd.	6.00	14,400.00
12-inch Reinforced Concrete Bridge End Panels	1,520	sq.yd.	20.00	30,400.00
Pavement Terminal Anchors	1,800	lin.ft.	12.00	21,600.00
15-inch Paved Culvert End Slopes	20	only	40.00	800.00
36-inch Paved Culvert End Slopes	16	only	90.00	1,440.00
Gravel Blanket	440	cu.yd.	2.00	880.00
Loose Riprap	91,700	cu.yd.	2.00	183,400.00
Special Loose Riprap	2,300	cu.yd.	4.00	9,200.00
Stone Dike Groins	12	only	550.00	6,600.00
12-inch Culvert Pipe	1,210	lin.ft.	3.75	4,537.50
15-inch Culvert Pipe	4,250	lin.ft.	4.00	17,000.00
18-inch Culvert Pipe	350	lin.ft.	5.00	1,750.00
24-inch Culvert Pipe	1,260	lin.ft.	8.00	10,080.00
36-inch Culvert Pipe	5,300	lin.ft.	14.00	74,200.00
48-inch Culvert Pipe	380	lin.ft.	20.00	7,600.00
72-inch Culvert Pipe	370	lin.ft.	42.00	15,540.00
8-inch Storm Sewer Pipe	470	lin.ft.	2.50	1,175.00
12-inch Storm Sewer Pipe	3,980	lin.ft.	3.75	14,925.00

15-inch Storm Sewer Pipe	500	lin.ft.	$ 4.50	$ 2,250.00
18-inch Storm Sewer Pipe	1,400	lin.ft.	5.50	7,700.00
6-inch Drain Pipe	10,200	lin.ft.	2.00	20,400.00
8-inch Drain Pipe	70	lin.ft.	2.50	175.00
Concrete Manholes	14	only	250.00	3,500.00
Concrete Inlets, Type G-1	30	only	100.00	3,000.00
Concrete Inlets, Type G-2M	6	only	150.00	900.00
Concrete Inlets, Special G-2M	58	only	200.00	11,600.00
Adjusting Manholes	2	only	75.00	150.00
36-inch Metal Flap Gates	1	only	350.00	350.00
72-inch Metal Flap Gates	1	only	1,500.00	1,500.00
Concrete Curbs	280	cu.yd.	40.00	11,200.00
Concrete Walks	185	sq.yd.	5.00	925.00
Extra For A.C. Concrete Approaches	16	only	35.00	560.00
Guide Posts, W-1	340	only	8.00	2,720.00
Guide Posts, Y-1	12	only	8.50	102.00
Guide Posts, Y-2	340	only	9.00	3,060.00
Type 1 Guard Rail	1,150	lin.ft.	2.50	2,875.00
Type 2A Guard Rail	26,700	lin.ft.	4.10	109,470.00
Salvaging Type 2 Barricade	500	lin.ft.	0.75	375.00
Type 1 Guard Rail - Salvaged Type 2 Barricade	900	lin.ft.	1.25	1,125.00
Type 2 Fence	4,970	rod	7.00	34,790.00
6' Chain Link Fence	15,000	lin.ft.	2.00	30,000.00
Roadside Seeding	300	Acre	100.00	30,000.00
Roadside Mulching	300	Acre	150.00	45,000.00
Grass Seed Mixture	6,000	lb.	1.00	6,000.00
Inorganic Fertilizer, 10-16-8	1,200	cwt.	7.00	8,400.00

SIGNING

Sign Support Footing	All	Required (87%)		9,744.00
Breakaway Sign Posts	All	Required (81%)		25,272.00
Pipe Sign Posts	All	Required		600.00
Single Sign Supports	All	Required		5,700.00
Double Sign Supports	All	Required		7,600.00
Structure Mounts	All	Required		3,600.00
Sign Illumination Equipment	All	Required (91%)		4,550.00
Painted Wood Sign Posts	All	Required (67%)		3,182.50
Type "A" & "B" Signs in Place	4,742	sq.ft.	7.50	35,565.00
Type "C", "D" & "R" Signs in Place	984	sq.ft.	4.50	4,428.00
Type "E", "F", "G" & "M" Signs in Place	386	sq.ft.	4.75	1,833.50
Type "P" Signs in Place	61	sq.ft.	6.50	396.50
Thermoplastic Pavement Arrows	9	only	90.00	810.00

ILLUMINATION

Roadway Illumination Installation, Complete	All Required		$ 112,000.00

RETAINING WALLS

Shoring, Cribbing, etc.	All Required (1%)		510.00
Structural Excavation	150 cu.yd.	$ 5.00	750.00
Structural Excavation, Below Elevation Shown	10 cu.yd.	7.00	70.00
Class "A" Concrete in Retaining Walls	55 cu.yd.	70.00	3,850.00
Reinforcement in Retaining Walls	7,000 lb.	0.14	980.00
			$5,756,260.00
Flagging (57½% of Contractor's Cost)	All Required		$ 9,000.00
	Subtotal		$5,765,260.00
	*10% Engr. & Cont.		575,526.00
	Total		$6,340,786.00

*Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code 6201
Roadway (Sta. 1538+91.50 thru Eq. Sta. 1567+47.73 = Sta. 300+00 to Sta. 307+00)

Clearing and Grubbing	All Required (5%)		2,500.00
General Excavation, Unclass.	97,800 cu.yd.	0.62	60,636.00
Overhaul	5,100 C-yd.sta.	0.40	2,040.00
Extra for Selected Topsoil Material	18,500 cu.yd.	0.75	13,875.00
Finishing Roadbed and Slopes	All Required (5%)		750.00
Rounding Cutbanks	1,500 lin.ft.	0.20	300.00
Trench Excavation	1,000 cu.yd.	3.00	3,000.00
Watering	2,500 M-gal.	3.00	7,500.00
Obliteration of Roadway	2,900 sq.yd.	0.35	1,015.00
3/4" - 0 Material in Base	5,100 ton	1.60	8,160.00
Plant-Mix Stone Base	55,200 ton	1.60	88,320.00
Bituminous Base Mixture	3,100 ton	3.75	11,625.00
Asphalt in Bituminous Base Mixture	110 ton	35.00	3,850.00
3/4" - 0 Aggregate in Prime Coat	360 cu.yd.	4.00	1,440.00
MC-250 Asphalt in Prime Coat	55 ton	55.00	3,025.00
Asphalt in Tack Coat	4 ton	60.00	240.00
Class "B" Asphalt Concrete Mixture	8,700 ton	3.75	32,625.00
Asphalt Cement in Mixture	480 ton	35.00	16,800.00
12-inch Reinforced Concrete Bridge End Panels	180 sq.yd.	20.00	3,600.00
15-inch Paved Culvert End Slopes	2 only	40.00	80.00
12-inch Culvert Pipe	40 lin.ft.	3.75	150.00
15-inch Culvert Pipe	580 lin.ft.	4.00	2,320.00

24-inch Culvert Pipe	240 lin.ft.	$ 8.00	$ 1,920.00
12-inch Storm Sewer Pipe	180 lin.ft.	3.75	675.00
15-inch Storm Sewer Pipe	1,560 lin.ft.	4.50	7,020.00
Concrete Inlets, Type G-2M	10 only	150.00	1,500.00
Concrete Inlets, Type Special G-2M	2 only	200.00	400.00
Guide Posts, W-1	20 only	8.00	160.00
Guide Posts, Y-2	60 only	9.00	540.00
Type 1 Guard Rail	50 lin.ft.	2.50	125.00
Type 2A Guard Rail	1,100 lin.ft.	4.10	4,510.00
Type 2 Barricade	900 lin.ft.	4.00	3,600.00
Portable Barricade	10 only	75.00	750.00
Salvaging Type 2 Barricade	400 lin.ft.	0.75	300.00
Type 2 Fence	600 rod	7.00	4,200.00
Roadside Seeding	35 acre	100.00	3,500.00
Roadside Mulching	35 acre	150.00	5,250.00
Grass Seed Mixture	700 lb.	1.00	700.00
Inorganic Fertilizer, 10-16-8	140 cwt.	7.00	980.00

SIGNING

Sign Support Footings	All Required (13%)		1,456.00
Breakaway Sign Posts	All Required (19%)		5,928.00
Sign Illumination Equipment	All Required (9%)		450.00
Painted Wood Sign Posts	All Required (33%)		1,567.50
Type "A" & "B" Signs in Place	728 sq.ft.	7.50	5,460.00
Type "C", "D" & "R" Signs in Place	511 sq.ft.	4.50	2,299.50
Type "E", "F", "G" & "M" Signs in Place	23 sq.ft.	4.75	109.25
Type "P" Signs in Place	12 sq.ft.	6.50	78.00
Thermoplastic Pavement Arrows	1 only	90.00	90.00
			$ 317,419.25
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$ 318,419.25
	10% Engr. & Cont.		31,841.75
	Total		$ 350,261.00

Type Code X721
West Pendleton Interchange Br. #9636 (Sta. 1245+91.29)(Length 387')

Shoring, Cribbing, etc.	All Required (15%)		$ 7,650.00
Structural Excavation	850 cu.yd.	$ 5.00	4,250.00
Structural Excavation, Below Elevation Shown	90 cu.yd.	7.00	630.00

Furnish 10 BP 42 Steel Piling	900 lin.ft.	$ 5.00	$ 4,500.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1,715 cu.yd. @ $85.00)	All Required (13%)		147,362.80
Reinvorcement (449,700 lb. @ $0.14)	All Required (14%)		62,710.20
Two Tube Steel Railing	790 lin.ft.	18.00	14,220.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast-Iron Soil Pipe	100 lin.ft.	4.00	400.00
1 1/4-inch Electrical Conduit	460 lin.ft.	1.50	690.00
			$245,973.00

Type Code X571
Reith Highway & U.P.R.R. O'xing Br. #9520 and 9520A (Sta. 1262+11 to Sta. 1266+50)

Remove Old Bridge and Provide for Traffic at Structure Site	All Required (4%)		480.00
Shoring, Cribbing, etc.	All Required (34%)		17,340.00
Structural Excavation	2,000 cu.yd.	5.00	10,000.00
Structural Excavation, Below Elevation Shown	200 cu.yd.	7.00	1,400.00
Furnish 10 BP 42 Steel Piling	1,540 lin.ft.	5.00	7,700.00
Drive Steel Piles	28 only	70.00	1,960.00
Splice Steel Piles	7 only	40.00	280.00
Class "A" Concrete (2,290 cu.yd. @ $85.00)	All Required (18%)		204,040.80
Reinforcement (558,700 lb. @ $0.14)	All Required (17%)		76,148.10
Structural Steel (1,418,000 lb. @ $0.33)	All Required (80%)		466,250.40
Two Tube Steel Railing	1,734 lin.ft.	18.00	31,212.00
8-inch Metal Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
8-inch Cast-Iron Soil Pipe	180 lin.ft.	4.00	720.00
1-inch Electrical Conduit	210 lin.ft.	1.50	315.00
1 1/4-inch Electrical Conduit	440 lin.ft.	1.50	660.00
			$819,546.30

Type Code X081
Umatilla River Bridges Br. #9521 and 9521A (Sta. 1318+21 to Sta. 1324+81)

Shoring, Cribbing, Etc. Umatilla River Bridges	All Required		25,000.00
Structural Excavation	2,460 cu.yd.	5.00	12,300.00
Structural Excavation, Below Elevation Shown	240 cu.yd.	7.00	1,680.00
Furnish 10 BP 42 Steel Piling	950 lin.ft.	5.00	4,750.00

Drive Steel Piles	38 only	$ 70.00	$ 2,660.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (2,973 cu.yd. @ $85.00)	All Required (22%)		249,383.20
85'/90' Type 5 Prestressed Beams	3 only	2,400.00	7,200.00
90'/95' Type 5 Prestressed Beams	2 only	2,550.00	5,100.00
95'/100' Type 5 Prestressed Beams	2 only	2,750.00	5,500.00
100'/105' Type 5 Prestressed Beams	5 only	2,950.00	14,750.00
105'/110' Type 5 Prestressed Beams	24 only	3,200.00	76,800.00
110'/115' Type 5 Prestressed Beams	17 only	3,550.00	60,350.00
115'/120' Type 5 Prestressed Beams	2 only	4,100.00	8,200.00
Reinforcement (550,400 lb. @ $0.14)	All Required (17%)		76,148.10
Two Tube Steel Railing	2,388 lin.ft.	18.00	42,984.00
8-inch Metal Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$593,405.30

Type Code X221
Emigrant Ave. Intchge. Brs. #9522 and 9522A (Sta. 1351+93.00 to Sta. 1354+01.50)

Shoring, Cribbing, etc.	All Required (15%)		$ 7,650.00
Structural Excavation	1,090 cu.yd.	$ 5.00	5,450.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	7.00	770.00
Furnish 10 BP 42 Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	10 only	70.00	700.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (1,604 cu.yd. @ $85.00)	All Required (12%)		136,027.20
Reinforcement (438,600 lb. @ $0.14)	All Required (14%)		62,710.20
Two Tube Steel Railing	850 lin.ft.	18.00	15,300.00
Preparation of Slopes	940 sq.yd.	2.00	1,880.00
Concrete Slab Riprap	940 sq.yd.	8.00	7,520.00
8-inch Metal Drain Pipe, Type "A" Coating	180 lin.ft.	4.00	720.00
8-inch Cast-Iron Soil Pipe	80 lin.ft.	4.00	320.00
			$240,377.40

Type Code X080
Emigrant Ave. Intchge. Br. #9522B (Sta. 1352+95)(Length 32')

Shoring, Cribbing, etc.	All Required (4%)		$ 2,040.00
Structural Excavation	1,070 cu.yd.	5.00	5,350.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	7.00	770.00

Class "A" Concrete (805 cu.yd. @ $85.00)	All Required (6%)		$ 68,013.60
Class "B" Concrete	240 cu.yd.	50.00	12,000.00
4' x 30'/35' Prestressed Slabs	48 only	1,300.00	62,400.00
Reinforcement (124,500 lb. @ $0.14)	All Required (4%)		17,917.20
			$168,490.80

Type Code X221
S. Pendleton Intchge. Brs. #9523 and 9523A (Sta. 1428+07.87 to Sta. 1430+01.87)

Shoring, Cribbing, etc.	All Required (10%)		$ 5,100.00
Structural Excavation	730 cu.yd.	5.00	3,650.00
Structural Excavation, Below Elevation Shown	70 cu.yd.	7.00	490.00
Furnish 10 BP 42 Steel Piling	3,785 lin.ft.	5.00	18,925.00
Drive Steel Piles	116 only	70.00	8,120.00
Splice Steel Piles	30 only	40.00	1,200.00
Class "A" Concrete (1,346 cu.yd. @ $85.00)	All Required (10%)		113,356.00
Reinforcement (412,000 lb. @ $0.14)	All Required (13%)		58,230.90
Two Tube Steel Railing	792 lin.ft.	18.00	14,256.00
Preparation of Slopes	1,150 sq.yd.	2.00	2,300.00
Concrete Slab Riprap	1,150 sq.yd.	8.00	9,200.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
8-inch Cast-Iron Soil Pipe	90 lin.ft.	4.00	360.00
			$235,867.90

Type Code X771
Goad Road U'xing Br. #9524 (Sta. 1487+37.94)(Length 264')

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required (42%)		$ 5,040.00
Shoring, Cribbing, etc.	All Required (6%)		3,060.00
Structural Excavation	400 cu.yd.	$ 5.00	2,000.00
Structural Excavation, Below Elevation Shown	40 cu.yd.	7.00	280.00
Furnish 10 BP 42 Steel Piling	1,250 lin.ft.	5.00	6,250.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (462 cu.yd. @ $85.00)	All Required (3%)		34,006.80
Reinforcement (100,000 lb. @ $0.14)	All Required (3%)		13,437.90
Structural Steel (348,100 lb. @ $0.33)	All Required (20%)		116,562.60
Two Tube Steel Railing	614 lin.ft.	18.00	11,052.00
Preparation of Slopes	310 sq.yd.	2.00	620.00

Concrete Slab Riprap	310 sq.yd.	$ 8.00	$ 2,480.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
			$198,349.30

Type Code X221
E. Pendleton Intchge. Br. #9525 and 9525A (Sta. 1538+40.25 to Sta. 1540+54.25)

Shoring, Cribbing, etc.	All Required (12%)		$ 6,120.00
Structural Excavation	1,090 cu.yd.	5.00	5,450.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	7.00	770.00
Class "A" Concrete (1,912 cu.yd. @ $85.00)	All Required (14%)		158,698.40
Reinforcement (527,900 lb. @ $0.14)	All Required (17%)		76,148.10
Two Tube Steel Railing	879 lin.ft.	18.00	15,822.00
			$263,008.50

Type Code X020
Tutuilla Cr. Bridge Br. #9778 (Sta. 1360 Rt.)(Length 70')

Remove Old Bridge and Provide for Traffic at Structure Sites	All Required (54%)		$ 6,480.00
Shoring, Cribbing, etc.	All Required (3%)		1,530.00
Structural Excavation	160 cu.yd.	5.00	800.00
Structural Excavation, Below Elevation Shown	20 cu.yd.	7.00	140.00
Furnish 10 BP 42 Steel Piling	650 lin.ft.	5.00	3,250.00
Drive Steel Piles	26 only	70.00	1,820.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (229 cu.yd. @ $85.00)	All Required (2%)		22,671.20
Reinforcement (37,700 lb. @ $0.14)	All Required (1%)		4,479.30
Metal Parapet Railing, Single Pipe	146 lin.ft.	7.00	1,022.00
Pedestrian Handrail	72 lin.ft.	16.00	1,152.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00	800.00
8-inch Cast-Iron Soil Pipe	190 lin.ft.	4.00	760.00
			$ 45,144.50

Subtotal Structures	$2,810,163.00
10% Engr. & Cont.	281,016.00
Total	$3,091,179.00

Length of PCC Pavement - - - - - - - - - - -	8.332 Miles
Length of AC Pavement- - - - - - - - - - - -	0.643 Mile
Length of Structures (5) - - - - - - - - - -	0.299 Mile
	9.274 Miles

Cost of PCC Roadway Per Mile - - - - - - -	$761,016.08
Cost of AC Roadway Per Mile- - - - - - - -	544,729.39

Retained in Programed Status

Striping	All Required	$3,500.00
Concrete Color Additive	All Required	3,000.00
	Subtotal	$6,500.00
	10% Engr. & Cont.	650.00
	Total	$7,150.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
PCC Roadway	$6,340,786.00	$5,850,000.00	$490,786.00
AC Roadway	350,261.00	323,100.00	27,161.00
Structures	3,091,179.00	2,851,900.00	239,279.00
Subtotal	$9,782,226.00	$9,025,000.00	$757,226.00
Retained in Program	7,150.00	6,500.00	650.00
Total	$9,789,376.00	$9,031,500.00	$757,876.00

Utilities and Railroad*

Pacific N.W. Bell	All Required	$ 9,100.00
Pacific Power and Light	All Required	11,652.56
Pendleton Community T.V. Service	All Required	600.00
Cascade Natural Gas	All Required	2,000.00
City of Pendleton	All Required	686,000.00

Eastern Oregon Telephone Co.	All Required	$ 9,475.00
Railroad Protection Cost	All Required	11,000.00
Other Railroad Costs	All Required	14,000.00
	Subtotal	$743,827.00
	10% Engr. & Cont.	74,382.00
	Total	$818,209.00

*Note:

The above listed utilities and railroad cost will be charged to Project No. I-80N-5(22)204.

PENDLETON SECTION

Project No. I-80N-5(29)204

4' x 30'/35' Prestressed Slabs				
Overhead	All Required			$ 100.00
Class "AA" Concrete	11.3 cu.yd.	@ $65.00		734.50
Reinforcement	480 lb.	@ $ 0.14		67.20
Prestressed Wire	810 lb.	@ $ 0.50		405.00
				$1,306.70
			USE	$1,300.00

85'/90' Type 5 Prestressed Beams				
Overhead	All Required			$ 100.00
Class "AA" Concrete	20.5 cu.yd.	@ $65.00		1,332.50
Reinforcement	1,570 lb.	@ $ 0.14		219.80
Prestressed Wire	1,490 lb.	@ $ 0.50		745.00
				$2,397.30
			USE	$2,400.00

90'/95' Type 5 Prestressed Beams				
Overhead	All Required			$ 100.00
Class "AA" Concrete	21.1 cu.yd.	@ $65.00		1,371.50
Reinforcement	1,640 lb.	@ $ 0.14		229.60
Prestressed Wire	1,630 lb.	@ $ 0.50		815.00
				$2,516.10
			USE	$2,550.00

95'/100' Type 5 Prestressed Beams				
Overhead	All Required			$ 100.00
Class "AA" Concrete	22.7 cu.yd.	@ $65.00		1,475.50
Reinforcement	2,110 lb.	@ $ 0.14		295.40
Prestressed Wire	1,810 lb.	@ $ 0.50		905.00
				$2,775.90
			USE	$2,750.00

100'/105' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class "AA" Concrete	23.8 cu.yd.	@ $65.00		1,547.00
Reinforcement	2,490 lb.	@ $ 0.14		348.60
Prestressed Wire	1,870 lb.	@ $ 0.50		935.00
				$2,930.60
			USE	$2,950.00

105'/110' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class "AA" Concrete	25.1 cu.yd.	@ $65.00		1,631.50
Reinforcement	2,500 lb.	@ $ 0.14		350.00
Prestressed Wire	2,290 lb.	@ $ 0.50		1,145.00
				$3,226.50
			USE	$3,200.00

110'/115' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class "AA" Concrete	25.6 cu.yd.	@ $65.00		1,664.00
Reinforcement	2,690 lb.	@ $ 0.14		376.60
Prestressed Wire	2,790 lb.	@ $ 0.50		1,395.00
				$3,535.60
			USE	$3,550.00

115'/120' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class "AA" Concrete	26.8 cu.yd.	@ $65.00		1,742.00
Reinforcement	2,750 lb.	@ $ 0.14		385.00
Prestressed Wire	3,780 lb.	@ $ 0.50		1,890.00
				$4,117.00
			USE	$4,100.00

PENDLETON SECTION

NONPARTICIPATING WORK

PROJECT NO. I-80N-5(29)204

Move Mailbox Posts	All Required	$250.00

U.P.R.R. RAILROAD PROTECTIVE COSTS

PENDLETON SECTION

Figure one Engineer-Inspector for six months.
One full flagging crew for one month.

Engineer-Inspector @ $767/month   HQ - Portland

Salary:	6 x $767.00	$4,602.00
	+ 30% Additives	1,380.60
	Total Salary	$5,982.60
Expenses:	125 days @ $12/day	$1,500.00
Equipment:	125 days @ $9.50/day	1,187.50
Total Engineer-Inspector Cost		$8,670.10

Flagging Crew

One Foreman:	22 days x $2.95/hour x 8	$ 519.20
Overtime:	22 x $2.95 x 1.5 x 1	88.11
Two Laborers:	22 days x $2.67/hour x 8	939.84
Overtime:	22 x $2.67 x 1.5 x 1	176.22
Total Wages		$1,723.37
+ 30% Additives		517.01
Total Flagging Crew Charges		$2,240.38

Total Railroad Protective Charges	$10,910.48
State will stand	$11,000.00

Federal-Aid
Oregon State Highway Department Project No. I-80N-5(29)204

PENDLETON SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

PS&E Estimate

Salem, Oregon, August 29, 1967

Type Code 7221
Roadway (Sta. 1083+40 to Sta. 1538+91.50)

Furnishing Field Laboratory Building	2	only	$ 500.00	$ 1,000.00
Clearing and Grubbing	All	Req. (95%)		47,500.00
Ditch Excavation, Unclassified	11,260	cu.yd.	2.50	28,150.00
General Excavation, Unclassified	2,862,200	cu.yd.	0.62	1,774,564.00
Overhaul	350,500	C-yd.sta.	0.40	140,200.00
Extra for Selected Topsoil Material	100,000	cu.yd.	0.75	75,000.00
Finishing Roadbed and Slopes	All	Req. (95%)		14,250.00
Rounding Cutbanks	21,000	lin.ft.	0.20	4,200.00
Trench Excavation	8,700	cu.yd.	3.00	26,100.00
Special Backfill in Drains	470	cu.yd.	7.00	3,290.00
Watering	64,500	M-gal.	3.00	193,500.00
Obliteration of Roadway	5,100	sq.yd.	0.35	1,785.00
3/4"-0 Material in Base	56,900	ton	1.60	91,040.00
Plant Mix Stone Base	453,300	ton	1.60	725,280.00
3/4"-0 Aggregate in Prime Coat	1,070	cu.yd.	4.00	4,280.00
MC-250 Asphalt in Prime Coat	160	ton	55.00	8,800.00
Class "B" Asphalt Concrete	58,300	ton	3.75	218,625.00
Asphalt Cement in Mixture	3,210	ton	35.00	112,350.00
8-inch Continuously Reinforced Concrete Pavement	235,000	sq.yd.	5.50	1,292,500.00
8-inch Reinforced Concrete Pavement	2,400	sq.yd	6.00	14,400.00
12-inch Reinforced Concrete Bridge End Panels	1,520	sq.yd.	20.00	30,400.00
Pavement Terminal Anchors	1,800	lin.ft.	12.00	21,600.00
15-inch Paved Culvert End Slopes	20	only	40.00	800.00
36-inch Paved Culvert End Slopes	16	only	90.00	1,440.00
Gravel Blanket	440	cu.yd.	2.00	880.00
Loose Riprap	91,700	cu.yd.	2.00	183,400.00
Special Loose Riprap	2,300	cu.yd.	4.00	9,200.00
Stone Dike Groins	4,350	ton	1.50	6,525.00
12-inch Culvert Pipe	1,210	lin.ft.	3.75	4,537.50
15-inch Culvert Pipr	4,250	lin.ft.	4.00	17,000.00
18-inch Culvert Pipe	350	lin.ft.	5.00	1,750.00
24-inch Culvert Pipe	1,260	lin.ft.	8.00	10,080.00
36-inch Culvert Pipe	5,300	lin.ft.	14.00	74,200.00
48-inch Culvert Pipe	380	lin.ft.	20.00	7,600.00
72-inch Culvert Pipe	370	lin.ft.	42.00	15,540.00
8-inch Storm Sewer Pipe	470	lin.ft.	2.50	1,175.00
12-inch Storm Sewer Pipe	3,980	lin.ft.	3.75	14,925.00
15-inch Storm Sewer Pipe	500	lin.ft.	4.50	2,250.00
18-inch Storm Sewer Pipe	1,400	lin.ft.	5.50	7,700.00

6-inch Drain Pipe	10,200	lin.ft.	$ 2.00	$ 20,400.00
8-inch Drain Pipe	70	lin.ft.	2.50	175.00
Concrete Manholes	14	only	250.00	3,500.00
Concrete Inlets, Type G-1	30	only	100.00	3,000.00
Concrete Inlets, Type G-2M	6	only	150.00	900.00
Concrete Inlets, Type Special G-2M	58	only	200.00	11,600.00
Adjusting Manholes	2	only	75.00	150.00
36-inch Metal Flap Gates	1	only	350.00	350.00
72-inch Metal Flap Gates	1	only	1,500.00	1,500.00
Concrete Curbs	280	cu.yd.	40.00	11,200.00
Concrete Walks	185	sq.yd.	5.00	925.00
Extra for A.C. Concrete Approaches	16	only	35.00	560.00
Guide Posts, W-1	340	only	8.00	2,720.00
Guide Posts, Y-1	12	only	8.50	102.00
Guide Posts, Y-2	340	only	9.00	3,060.00
Type 1 Guard Rail	1,150	lin.ft.	2.50	2,875.00
Type 2A Guard Rail	26,700	lin.ft.	4.10	109,470.00
Salvaging Type 2 Barricade	500	lin.ft.	0.75	375.00
Type 1 Guard Rail-Salvaged Type 2 Barricade	900	lin.ft.	1.25	1,125.00
Type 2 Fence	4,970	rod.	7.00	34,790.00
6' Chain Link Fence	15,000	lin.ft.	2.00	30,000.00
Roadside Seeding	300	acre	100.00	30,000.00
Roadside Mulching	300	acre	150.00	45,000.00
Grass Seed Mixture	6,000	lb.	1.00	6,000.00
Inorganic Fertilizer, 10-16-8	1,200	cwt.	7.00	8,400.00

Signing

Sign Support Footing	All Req. (85%)			12,410.00
Breakaway Sign Posts	All Req. (83%)			16,185.00
Pipe Sign Posts	All Req.			600.00
Single Sign Supports	All Req.			5,700.00
Double Sign Supports	All Req.			7,600.00
Cantilever Sign Structures	All Req. (86%)			21,500.00
Structure Mounts	All Req.			3,600.00
Sign Illumination Equipment	All Req. (78%)			14,040.00
Painted Wood Sign Posts	All Req. (67%)			3,182.50
Type "A" & "B" Signs in Place	4,547	sq.ft.	7.50	34,102.50
Type "C", "D" & "R" Signs in Place	984	sq.ft.	4.50	4,428.00
Type "E", "F", "G" & "M" Signs in Place	386	sq.ft.	4.75	1,833.50
Type "P" Signs in Place	61	sq.ft.	6.50	396.50
Thermoplastic Pavement Arrows	9	only	90.00	810.00

Illumination

Roadway Illumination Installation Complete	All Req.			112,000.00

Retaining Walls

Shoring Cribbing, etc.	All	Req. (1%)		$ 510.00
Structural Excavation	150	cu.yd.	$ 5.00	750.00
Structural Excavation Below Elevation Shown	10	cu.yd.	7.00	70.00
Class "A" Concrete in Retaining Walls	55	cu.yd.	70.00	3,850.00
Reinforcement in Retaining Walls	7,000	lb.	0.14	980.00
				$5,760,541.50
Flagging (57½% of Contractors Cost)	All	Req.		$ 9,000.00
	Subtotal			$5,769,541.50
	10% Engr. & Cont.			576,953.50
	Total			$6,346,495.00

Type Code 6201
Roadway (Sta. 1538+91.50 through EQ Sta. 1567+47.73 = 300+00 to Sta. 307+00)

Clearing and Grubbing	All	Req. (5%)		$ 2,500.00
General Excavation, Unclassified	97,800	cu.yd.	$ 0.62	60,636.00
Overhaul	5,100	C-yd.sta.	0.40	2,040.00
Extra for Selected Topsoil Material	14,600	cu.yd.	0.75	10,950.00
Finishing Roadbed and Slopes	All	Req. (5%)		750.00
Rounding Cutbanks	1,500	lin.ft.	0.20	300.00
Trench Excavation	1,000	cu.yd.	3.00	3,000.00
Watering	2,500	M-Gal.	3.00	7,500.00
Obliteration of Roadway	2,900	sq.yd.	0.35	1,015.00
3/4"-0 Material in Base	5,100	ton	1.60	8,160.00
Plant-mix Stone Base	55,200	ton	1.60	88,320.00
Bituminous Base Mixture	3,100	ton	3.75	11,625.00
Asphalt in Bituminous Base Mixture	110	ton	35.00	3,850.00
3/4"-0 Aggregate in Prime Coat	360	cu.yd.	4.00	1,440.00
MC-250 Asphalt in Prime Coat	55	ton	55.00	3,025.00
Asphalt in Tack Coat	4	ton	60.00	240.00
Class "B" Asphalt Concrete Mixture	8,700	ton	3.75	32,625.00
Asphalt Cement in Mixture	480	ton	35.00	16,800.00
12-inch Reinforced Concrete Bridge End Panels	180	sq.yd.	20.00	3,600.00
15-inch Paved Culvert End Slopes	2	only	40.00	80.00
12-inch Culvert Pipe	40	lin.ft.	3.75	150.00
15-inch Culvert Pipe	580	lin.ft.	4.00	2,320.00
24-inch Culvert Pipe	240	lin.ft.	8.00	1,920.00
12-inch Storm Sewer Pipe	180	lin.ft.	3.75	675.00
15-inch Storm Sewer Pipe	1,560	lin.ft.	4.50	7,020.00
Concrete Inlets, Type G-2M	10	only	150.00	1,500.00
Concrete Inlets, Type Special G-2M	2	only	200.00	400.00
Guide Posts, W-1	20	only	8.00	160.00
Guide Posts, Y-2	60	only	9.00	540.00

Type 1 Guard Rail	50 lin.ft.	$ 2.50	$ 125.00
Type 2A Guard Rail	1,100 lin.ft.	4.10	4,510.00
Type 2 Barricade	900 lin.ft.	4.00	3,600.00
Portable Barricade	10 only	75.00	750.00
Salvaging Type 2 Barricade	400 lin.ft.	0.75	300.00
Type 2 Fence	600 rod.	7.00	4,200.00
Roadside Seeding	35 acre	100.00	3,500.00
Roadside Mulching	35 acre	150.00	5,250.00
Grass Seed Mixture	700 lb.	1.00	700.00
Inorganic Fertiliser, 10-16-8	140 cwt.	7.00	980.00

Signing

Sign Support Footings	All Req. (15%)		2,190.00
Breakaway Sign Posts	All Req. (17%)		3,315.00
Cantilever Sign Structures	All Req. (14%)		3,500.00
Sign Illumination Equipment	All Req. (22%)		3,960.00
Painted Wood Sign Posts	All Req. (33%)		1,567.50
Type "N" & "B" Signs in Place	672 sq.ft.	7.50	5,040.00
Type "C", "D" & "R" Signs in Place	511 sq.ft.	4.50	2,299.50
Type "E", "F", "G" & "M" Signs in Place	23 sq.ft.	4.75	109.25
Type "P" Signs in Place	12 sq.ft.	6.50	78.00
Thermoplastic Pavement Arrows	1 only	90.00	90.00
			$ 319,205.25
Flagging (57½% of Contractors Cost)	All Req.		$ 1,000.00
	Subtotal		$ 320,205.25
	10% Engr. & Cont.		32,020.75
	Total		$ 352,226.00

Type Code X721
West Pendleton Interchange Br. #9636 (**Sta. 1245+91.29**)(**Length 387'**)

Shoring, Cribbing etc.	All Req. (15%)		$ 7,650.00
Structural Excavating	850 cu.yd.	$ 5.00	4,250.00
Structural Excavation, Below Elevation Shown	90 cu.yd.	7.00	630.00
Furnish 10BP42 Steel Piling	900 lin.ft.	5.00	4,500.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1715 cu.yd. @$85.00)	All Req. (13%)		147,362.80
Reinforcement (449,700 lb. @$0.14)	All Req. (14%)		62,710.20
Two Tube Steel Railing	790 lin.ft.	18.00	14,220.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
6-inch Standard Steel Pipe	100 lin.ft.	16.00	1,600.00
1¼-inch Electrical Conduit	460 lin.ft.	1.50	690.00
			$ 247,173.00

Type Code X571
Reith Highway & U.P.R.R. O'xing Br. #9520 and 9520A (Sta. 1262+11 to Sta. 1266+50)

Remove Old Bridge and Provide for Traffice at Structure Sites	All Req. (4%)		$ 480.00
Shoring, Cribbing, etc.	All Req. (34%)		17,340.00
Structural Excavation	2,000 cu.yd.	$ 5.00	10,000.00
Structural Excavation, Below Elevation Shown	200 cu.yd.	7.00	1,400.00
Furnish 10BP42 Steel Piling	1,540 lin.ft.	5.00	7,700.00
Drive Steel Piles	28 only	70.00	1,960.00
Splice Steel Piles	7 only	40.00	280.00
Class "A" Concrete (2,290 cu.yd. @ $85.00)	All Req. (18%)		204,040.80
Reinforcement (558,700 lb. @ $0.14)	All Req. (17%)		76,148.10
Structural Steel (1,418,000 lb. @ $0.33)	All Req. (80%)		466,250.40
Two Tube Steel Railing	1,734 lin.ft.	18.00	31,212.00
8-inch Metal Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	180 lin.ft.	16.00	2,880.00
1-inch Electrical Conduit	210 lin.ft.	1.50	315.00
1½-inch Electrical Conduit	440 lin.ft.	1.50	660.00
			$821,706.30

Type Code X081
Umatilla River Bridges Br. #9521 and 9521A (Sta. 1318+21 to Sta. 1324+81)

Shoring, Cribbing, etc., Umatilla River Bridges	All Req.		$ 25,000.00
Structural Excavation	2,460	$ 5.00	12,300.00
Structural Excavation, Below Elevation Shown	240 cu.yd.	7.00	1,680.00
Furnish 10BP42 Steel Piling	950 lin.ft.	5.00	4,750.00
Drive Steel Piles	38 only	70.00	2,660.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (2,973 cu.yd. @ $85.00)	All Req. (22%)		249,383.20
85'/90' Type 5 Prestressed Beams	3 only	2,400.00	7,200.00
90'/95' Type 5 Prestressed Beams	2 only	2,550.00	5,100.00
95'/100' Type 5 Prestressed Beams	2 only	2,750.00	5,500.00
100'/105' Type 5 Prestressed Beams	5 only	2,950.00	14,750.00
105'/110' Type 5 Prestressed Beams	24 only	3,200.00	76,800.00
110'/115' Type 5 Prestressed Beams	17 only	3,550.00	60,350.00
115'/120' Type 5 Prestressed Beams	2 only	4,100.00	8,200.00
Reinforcement (550,400 lb. @ $0.14)	All Req. (17%)		76,148.10
Two Tube Steel Railing	2,388 lin.ft.	18.00	42,984.00
8-inch Metal Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$593,405.30

Type Code X221
Emigrant Ave. Intchge. Br. # 9522 and 9522A (Sta. 1351+93.00 to Sta. 1354+01.50)

Shoring, Cribbing, Etc.	All	Req. (15%)		$ 7,650.00
Structural Excavation	1,090	cu.yd.	$ 5.00	5,450.00
Structural Excavation, Below Elevation Shown	110	cu.yd.	7.00	770.00
Furnish 10BP42 Steel Piling	250	lin.ft.	5.00	1,250.00
Drive Steel Piles	10	only	70.00	700.00
Splice Steel Piles	2	only	40.00	80.00
Class "A" Concrete (1,604 cu.yd. @ $85.00)	All	Req. (12%)		136,027.20
Reinforcement (438,600 lb. @ $0.14)	All	Req. (14%)		62,710.20
Two Tube Steel Railing	850	lin.ft.	18.00	15,300.00
Preparation of Slopes	940	sq.yd.	2.00	1,880.00
Concrete Slab Riprap	940	sq.yd.	8.00	7,520.00
8-inch Metal Drain Pipe, Type "A" Coating	180	lin.ft.	4.00	720.00
6-inch Standard Steel Pipe	80	lin.ft.	16.00	1,280.00
				$ 241,337.40

Type Code X080
Emigrant Ave. Intchge. Br. # 9522B (Sta. 1352+95)(Length 32')

Shoring, Cribbing, Etc.	All	Req. (4%)		$ 2,040.00
Structural Excavation	1,070	cu.yd.	$ 5.00	5,350.00
Structural Excavation, Below Elevation Shown	110	cu.yd.	7.00	770.00
Class "A" Concrete (805 cu.yd. @ $85.00)	All	Req. (6%)		68,013.60
Class "B" Concrete	240	cu.yd.	50.00	12,000.00
4' x 30'/35' Prestressed Slabs	48	only	1,300.00	62,400.00
Reinforcement (124,500 lb. @ $0.14)	All	Req. (4%)		17,917.20
				$ 168,490.80

Type Code X221
S. Pendleton Intchge. Br. # 9523 and 9523A (Sta. 1428+07.87 to Sta. 1430+01.87)

Shoring, Cribbing, Etc.	All	Req.		$ 5,100.00
Structural Excavation	730	cu.yd.	$ 5.00	3,650.00
Structural Excavation, Below Elevation Shown	70	cu.yd.	7.00	490.00
Furnish 10BP42 Steel Piling	3,785		5.00	18,925.00
Drive Steel Piles	116	only	70.00	8,120.00
Splice Steel Piles	30	only	40.00	1,200.00
Class "A" Concrete (1,346 cu.yd. @ $85.00)	All	Req. (10%)		113,356.00
Reinforcement (412,000 lb. @ $0.14)	All	Req. (13%)		58,230.90
Two Tube Steel Railing	792	lin.ft.	18.00	14,256.00

Preparation of Slopes	1,150 sq.yd.	$ 2.00	$ 5,100.00
Concrete Slab Riprap	1,150 sq.yd.	8.00	9,200.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
6-inch Standard Steel Pipe	90 lin.ft.	16.00	1,440.00
			$ 236,947.90

Type Code X771
Good Road U'xing Br. # 9524 (Sta. 1487+37.94)(Length 264')

Remove Old Bridge and Provide for Traffic at Structure Sites	All Req. (42%)		$ 5,040.00
Shoring, Cribbing, Etc.	All Req. (6%)		3,060.00
Structural Excavation	400 cu.yd.	$ 5.00	2,000.00
Structural Excavation, Below Elevation Shown	40 cu.yd.	7.00	280.00
Furnish 10BP42 Steel Piling	1,250 lin.ft.	5.00	6,250.00
Drive Steel Piles	36 only	70.00	2,520.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (462 cu.yd. @ $85.00)	All Req. (3%)		34,006.80
Reinforcement (100,000 lb. @ $0.14)	All Req. (3%)		13,437.90
Structural Steel (348,100 lb. @ $0.33)	All Req. (20%)		116,562.60
Two Tube Steel Railing	614 lin.ft.	18.00	11,052.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	8.00	2,480.00
8-inch Metal Drain Pipe, Type "A" Coating	170 lin.ft.	4.00	680.00
			$ 198,349.30

Type Code X221
E. Pendleton Intchge. Br. # 9525 and 9525A (Sta. 1538+40.25 to Sta. 1540+54.25)

Shoring, Cribbing, Etc.	All Req. (12%)		$ 6,120.00
Structural Excavation	1,090 cu.yd.	$ 5.00	5,450.00
Structural Excavation, Below Elevation Shown	110 cu.yd.	7.00	770.00
Class "A" Concrete (1,912 cu.yd. @ $85.00)	All Req. (14%)		158,698.40
Reinforcement (527,900 lb. @ $0.14)	All Req. (17%)		76,148.10
Two Tube Steel Railing	879 lin.ft.	18.00	15,822.00
			$ 263,008.50

Type Code X020
Tutuilla Cr. Bridge Br. # 9778 (Sta. 1360 Rt.)(Length 70')

Remove Old Bridge and Provide for Traffic At Structure Sites	All Req. (54%)		$ 6,480.00

Shoring, Cribbing, Etc.	All Req. (3%)		$ 1,530.00
Structural Excavation	160 cu.yd.	$ 5.00	800.00
Structural Excavation, Below Elevation Shown	20 cu.yd.	7.00	140.00
Furnish 10BP42 Steel Piling	650 lin.ft.	5.00	3,250.00
Drive Steel Piles	26 only	70.00	1,820.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (229 cu.yd. @ $85.00)	All Req. (2%)		22,671.20
Reinforcement (37,700 lb. @ $0.14)	All Req. (1%)		4,479.30
Metal Parapet Railing, Single Pipe	146 lin.ft.	7.00	1,022.00
Pedestrain Handrail	72 lin.ft.	16.00	1,152.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00	800.00
6-inch Standard Steel Pipe	190 lin.ft.	16.00	3,040.00
			$ 47,424.50
	Subtotal Structures		$2,817,843.00
	10% Engr. & Cont.		281,784.00
	Total		$3,099,627.00

Length of PCC Pavement	8.332 miles
Length of AC Pavement	0.643 mile
Length of Structures (5)	0.299 mile
	9.274 miles

Cost of PCC Roadway per mile	$ 761,701.27
Cost of AC Roadway per mile	$1,178,013.30

Retained in Programmed Status

Striping	All Req.	$ 3,500.00
Concrete Color Additive	All Req.	3,000.00
	Subtotal	$ 6,500.00
	10% Engr. & Cont.	650.00
	Total	$ 7,150.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
PCC Roadway	$6,346,495.00	$5,855,200.00	$491,295.00
AC Roadway	352,226.00	324,900.00	27,326.00
Structures	3,099,627.00	2,859,700.00	239,927.00
Subtotal	$9,798,348.00	$9,039,800.00	$758,548.00
Retained in Program	7,150.00	6,500.00	650.00
Total	$9,805,498.00	$9,046,300.00	$759,198.00

Utilities and Railroad*

Pacific N.W. Bell	All Required	$ 9,100.00
Pacific Power and Light	All Required	11,652.56
Pendleton Community T.V. Service	All Required	600.00
Cascade Natural Gas	All Required	2,000.00
City of Pendleton	All Required	686,000.00
Eastern Oregon Tel. Co.	All Required	9,475.00
Railroad Protection Cost	All Required	11,000.00
Other Railroad Costs	All Required	14,000.00
	Subtotal	$743,827.00
	10% Engr. & Cont.	74,382.00
	Total	$818,209.00

*Note: The above listed utilities and railroad cost will be charged to Project No. I-80N-5(22)204.

PENDLETON SECTION

Project No. I-80N-5(29)204

Prestressed Beam Quantities

4' x 30'/35' Prestressed Slabs

Overhead	All Required			$ 100.00
Class AA Concrete	11.3 cu.yd.	@	65.00	734.50
Reinf.	480 lbs.	@	0.14	67.20
Prest. Wire	810 lbs.	@	0.50	405.00
				$1,306.70
			Use	$1,300.00

85'/90' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	20.5 cu.yd.	@	65.00	1,332.50
Reinf.	1,570 lbs.	@	0.14	219.80
Prest. Wire	1,490 lbs.	@	0.50	745.00
				$2,397.30
			Use	$2,400.00

90'/95' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	21.1 cu.yd.	@	65.00	1,371.50
Reinf.	1,640 lbs.	@	0.14	229.60
Prest. Wire	1,630 lbs.	@	0.50	815.00
				$2,516.10
			Use	$2,550.00

95'/100' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	22.7 cu.yd.	@	65.00	1,475.50
Reinf.	2,110 lbs.	@	0.14	295.40
Prest. Wire	1,810 lbs.	@	0.50	905.00
				$2,775.90
			Use	$2,750.00

100'/105' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	23.8 cu.yd.	@	65.00	1,547.00
Reinf.	2,490 lbs.	@	0.14	348.60
Prest. Wire	1,870 lbs.	@	0.50	935.00
				$2,930.60
			Use	$2,950.00

105'/110' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	25.1 cu.yd.	@	65.00	1,631.50
Reinf.	2,500 lbs.	@	0.14	350.00
Prest. Wire	2,290 lbs.	@	0.50	1,145.00
				$3,226.50
			Use	$3,200.00

110'/115' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	25.6 cu.yd.	@	65.00	1,664.00
Reinf.	2,690 lbs.	@	0.14	376.60
Prest. Wire	2,790 lbs.	@	0.50	1,395.00
				$3,535.60
			Use	$3,550.00

115'/120' Type 5 Prestressed Beams

Overhead	All Required			$ 100.00
Class AA Concrete	26.8 cu.yd.	@	65.00	1,742.00
Reinf.	2,750 lbs.	@	0.14	385.00
Prest. Wire	3,780 lbs.	@	0.50	1,890.00
				$4,117.00
			Use	$4,100.00

PENDLETON SECTION

Nonparticipating Work

Project No. I-80N-5(29)204

Move Mail Box Posts	All Required	$250.00

U.P.R.R. RAILROAD PROTECTIVE COSTS

PENDLETON SECTION

Figure one Engineer-Inspector for 6 months; one full flagging crew for one month.

Engineer-Inspector @ $767/month - - Hq. - Portland

Salary: 6 x 767	$4,602.00
+ 30% Additives	1,380.60
Total Salary	$5,982.60
Expenses: 125 days @ $12/day	$1,500.00
Equipment: 125 days @ $9.50/day	1,187.50
Total Engineer-Inspector Cost	$8,670.10

Flagging Crew:

One Foreman: 22 days x $2.95 hr. x 8	$ 519.20
Overtime 22 days x $2.95 x 1.5 x 1	88.11
Two Laborers: 22 days x $2.67 hr x 8	939.84
Overtime 22 days x $2.67 x 1.5 x 1	176.22
Total Wages	$1,723.37
+ 30% Additives	517.01
Total Flagging Crew Charges	$2,240.38

Total Railroad Protective Charges	$10,910.48
State will stand	$11,000.00

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JUL 3 - 1969
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I-80N-5(22)204
1097

C

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 30, 1969

In reply refer to: 08-35-EC

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section, Old Oregon Trail Highway
Contactor's Claim on City of Pendleton's Utility Project

Reference is made to our April 28, 1969 memorandum on the above subject in which additional information in support of the labor costs and equipment rental rates used in the claim was requested.

The information prepared by Mr. Donald L. Staebler, Consulting Engineer for the city of Pendleton and submitted with Mr. Preston's June 12, 1969 transmittal slip has been reviewed and accepted as completing the data needed to adequately support the contractor's claim.

Therefore, approval is hereby granted for Federal participation in the settlement of this claim up to the toltal amount of $3,097.39 as requested in Mr. Litchfeld's April 4, 1969 letter.

7-2-69
REFERRED TO
Young - [illegible] - Morgan
BY ASST. STATE HWY. ENGR.

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

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JUL 1 - 1969

FOR FILE
I-80N-5(39)504
1077

2929

AIRMAIL June 30, 1969

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

The recent letter (dated May 27) from Judge D. R. "Sam" Cook to you again refers to the desire on the part of the Umatilla County Court to add another interchange to Interstate 80N about a mile west of the Pendleton airport interchange. We recently had a similar letter referral from Senator Packwood and I am attaching a copy of our reply to him.

I believe that it is responsive to your inquiry. However, if you need anything further, please advise and I will do my best to furnish additional information.

Kindest regards,

Forrest Cooper
State Highway Engineer

Att.

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe - K2929
D. J. Barbee
H. S. Cox
H. S. Coulter

FBK:srb sr

June 18, 1969

SYNOPSIS OF RIETH INTERCHANGE

August 11, 1967 - Cook to Cooper:

Poor access northwest of Pendleton. Need new interchange about a mile west of airport.

August 21, 1967 - Cooper (Klaboe) to Cook:

Should have been planned in place of Barnhart. Diamond at Rieth Road will cost $1,400,000. Can't justify without further information.

August 25, 1967 - Cook to Cooper:

Move further down hill as shown on map. Asks what data we need to justify.

September 13, 1967 - Cooper (Klaboe) to Cook:

Studying new suggested location. Need traffic predictions, added distances, et cetera. Need for BQ study to justify. Seems impossible to justify.

September 21, 1967 - Cook to Jackson:

Need interchange to serve area. Refers to August 11, 1967 letter to Cooper.

October 9, 1967 - Cooper to Westerdahl:

Refers to his note of meeting with Raymond and Brogoitti. Klaboe's September 13 letter to Cook says we are working on plan. Estimate at location nearer airport is $900,000. Basically plan will serve Brogoitti. History of case is stated.

October 13, 1967 - Cook to Jackson:

States again County wants interchange.

October 24, 1967 - Cooper to Jackson:

History of correspondence with Cook. Waiting for Cook's reply with data to justify need. P.S. Cook will appear before Commission on October 31.

August 7, 1968 - Cook to Turner:

Asks study of new traffic needs and requests interchange again.

August 22, 1968 - Memo to Files (Klaboe):

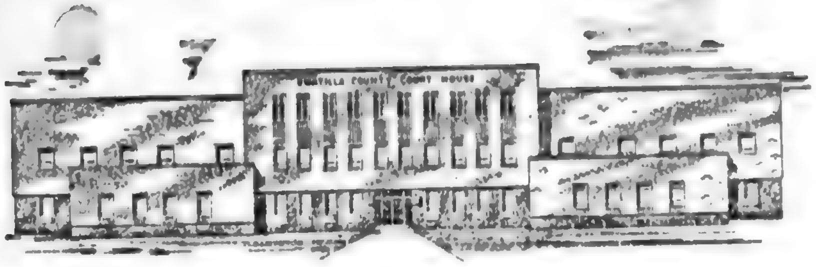
Met with Senator Raymond. Wanted Airport Interchange revised. Told no as it was under construction. Asked Raymond to "lay off".

May 27, 1969 - Cook to Wyatt:

Not much difference in cost between interchange and Rieth Road construction. Hope he can get interchange.

Costs of Interchange say from $961,000
to $1,800,000

Costs of Rieth Road $316,000 ±



AYMOND E. REES
RAYMOND BEVANS

UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

8979

REFERRED TO
Kloboe
BY DEPUTY STATE HIGHWAY ENGINEER
Draft Please

May 27, 1969

Honorable Wendell Wyatt
Member of Congress
House Office Building
Washington, D. C.

Dear Mr. Wyatt:

The County has written several times advocating an interchange about one mile west of the airport interchange. The County still thinks there should be such an interchange so that there will be direct access to the freeway, Interstate 80-N, from Rieth, the industrial area of Pendleton, the Birch Creek highway from the south, and Despain, Missouri and Stage Gulches areas north, and serve adjacent lands in the immediate vicinity of the interchange. ||

There would not be much difference in the cost between this interchange and the proposed change of the Rieth road near the County Shops on Highway U. S. 30. The interchange would serve the community better.

Enclosed are copies of our letters urging this.

I hope you can help obtain this important interchange.

Very truly yours,

D. R. Sam Cook

D. R. "Sam" Cook
County Judge

Enc.

Orig ret. to Wyatt
6-30-69

RECEIVED
JUN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1968

I-80N-5(29)204

7097

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 22, 1968

SUBJECT:

To: MEMO TO THE FILE

Senator Ruff Raymond dropped in on August 20 to further discuss the Airport Interchange on the Pendleton Bypass Section. He is still interested in providing an interchange here that will access the Rieth area. He asked whether it were possible to provide slip ramps from the existing trumpet design, and I told him that it was not.

He then asked about the conversion of the interchange from the trumpet to the diamond configuration. I advised him that such a conversion would be very undesirable from a geometric standpoint and from the standpoint of our relations with the present contractor (this concerns the possibility of making a change order to do the work now) but that it was probably possible. It would however require the expenditure of substantial funds plus the throwing away of portions of work already under contract.

I tried to get Senator Raymond to "lay off" the matter for the time being, and it was my impression that he will do so. However, he did state that they have several new City Councilmen in Pendleton and that these new Councilmen took a different view of the situation than that which was taken by their predecessors. We may hear more from them later.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Ralph Sipprell
F. D. Morgan
A. F. Parson

6-1-5

8

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 22 1967
CONSTRUCTION
DIVISION

Posting
Scott
Wills
Litchfield
Olson

August 21, 1967

The Honorable D. R. Cook
County Judge
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Your August 11 letter in regard to the improvements which could be made in the road system west of Pendleton has been reviewed and discussed at some length.

It is unfortunate that such planning could not have been done in conjunction with the area further west. It would seem likely that the requested interchange at the farm road from Rieth could have been constructed instead of the Barnhart Interchange since its prime justification was as an easterly connection for Stage Gulch Road.

An estimate has been made for a diamond-type interchange at the farm road from Rieth and, because of the grades and solid rock cuts involved, this will cost approximately $1,400,000. No attempt was made to estimate the cost of building the county road northerly to connect with Stage Gulch Road or to improve the other roads you mention. With the other roads and interchange which will be available, it seems inconceivable that the amount of traffic involved and the out-of-direction travel incurred would be sufficient to justify the necessary expenditure of public funds to put this plan into operation.

Unless further information is available from which an economic analysis can be made of the possible benefits to the public as opposed to the cost to the public, I feel that we would be in a very poor position to request this expenditure of funds.

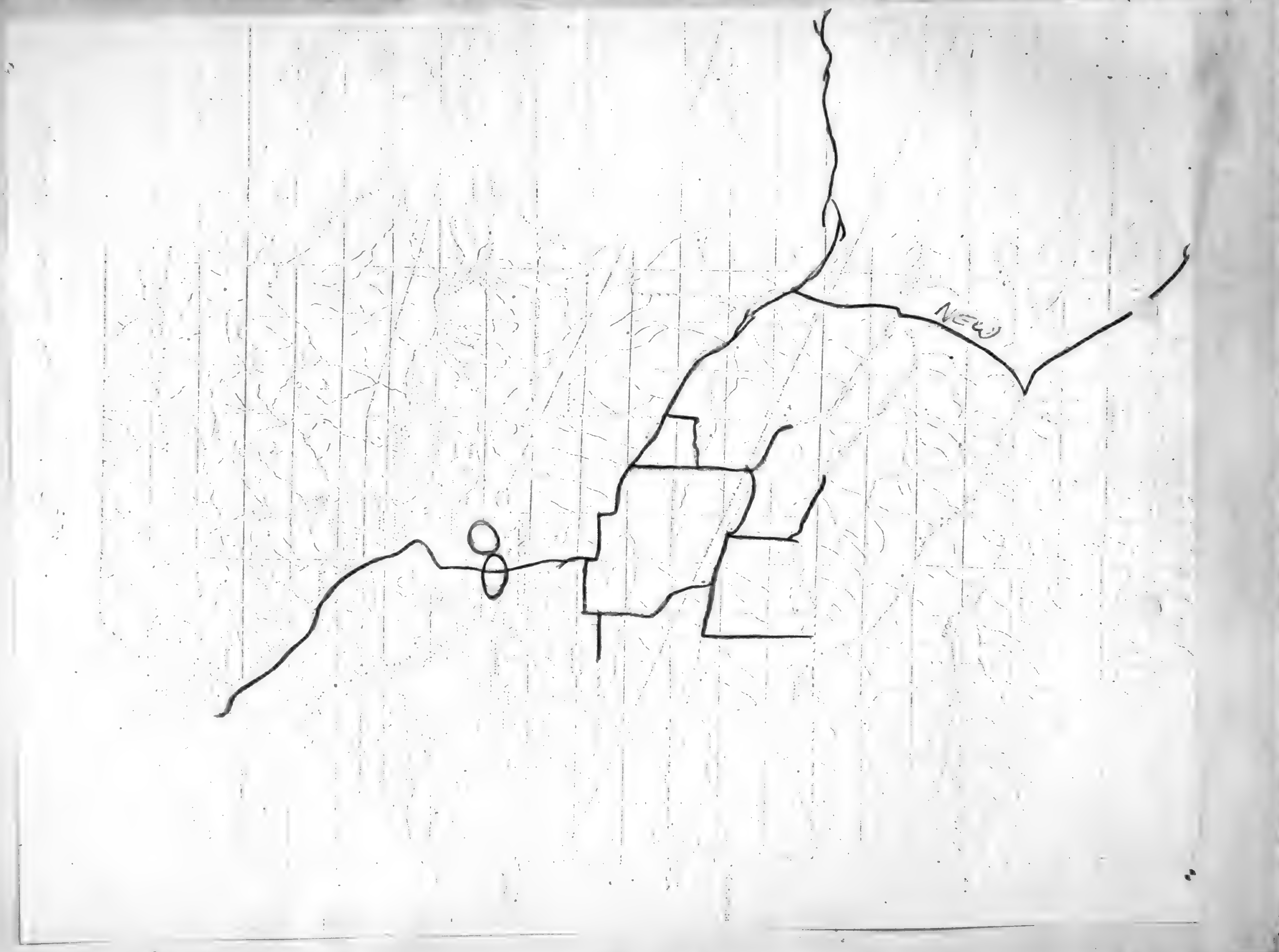
Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe-FBK 1889
[illegible]. D. Morgan
[illegible]. S. Cox
[illegible]. F. Parson



NEW

August 7, 1968

Mr. F. C. Turner
Director of Public Roads
U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Washington, D. C. 20591

Re: 32-12

Dear Mr. Turner:

This is in reply to your letter of July 15, 1968, con-concerning the addition of an interchange one mile west of the Pendleton Interchange on Interstate Route 80-North.

We understand your concern with the state relationship in the Highway 80-N program; however, we were informed by the State Highway Commission that changes in the present design of the highway would be up to the Bureau of Public Roads and that if the County or the City of Pendleton could satisfy the Bureau of Roads that it was a proper change, it would be all right with the State Highway Commission. We are particularly interested in the access to the Rieth area, as we indicated.

We'd had an agreement with the City on additional access at that point and presented it again to the Highway Commission who had made the statement to us. That's the reason that we are going to you.

Other changes in this area have occurred recently by the commencement of construction for a trailer manufacturing plant in the Rieth area, which will employ from 150 to 200 persons. There will also be located suppliers to this large plant. It has become obvious that the plant and its suppliers will need better access than is presently available under the plan.

We would appreciate your looking this over and taking care of both the new needs and those previously not considered. In fact, our traffic count after the plans were first made is much higher in that area of Rieth than previously.

You state that changes could be made after the construction if it is warranted. It is our point that the facts show a present need now and an evaluation could make the change now before the construction is finished and at a much lesser cost, and that if a study had been made under the conditions and all the circumstances now existing at the time the design was made there would have been no question but what additional accesses would have been provided in this area.

Respectfully yours,

D. R. Cook
County Judge

cc: Honorable Al Ullman

CHAIRMAN
MEMBER
W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 24, 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Reference is made to correspondence dated September 21 and October 13 to you from Judge Cook of Umatilla County in regard to an additional interchange west of Pendleton on I-80N.

Previous correspondence on this subject had been directed to Mr. Cooper dated August 11 and August 25 and answered by Mr. Klaboe on August 21 and September 13. Estimates were made of the cost of an interchange at an existing local road mentioned in the Judge's first letter and an alternate position suggested by his second letter. In each of our replies, we have pointed out that there was no apparent justification for the expenditure of public funds for either the interchange (approximately $900,000) or the county roads to connect to it. The Judge, in his August 25 letter, requested information as to the additional data needed in order to justify the interchange and this was set out in our September 13 letter.

We were waiting for his reply to this letter before drafting an answer to his letter to you dated September 21; however, it seems apparent from his letter of October 13 that no justification data is to be supplied. I enclose a suggested reply to the Judge.

I might comment that this interchange appears to be essentially to serve the Brogoitti holdings. Mr. Brogoitti and Senator Raymond discussed this additional interchange with Mr. Ed Westerdahl, Executive Assistant to the Governor, on

September 28. A draft of a reply to Mr. Brogoitti was prepared for Mr. Westerdahl (which he used) pointing out that since it did not appear there was economic justification to support the requested interchange, no further action appeared possible at this time.

If further data is desired, please advise.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

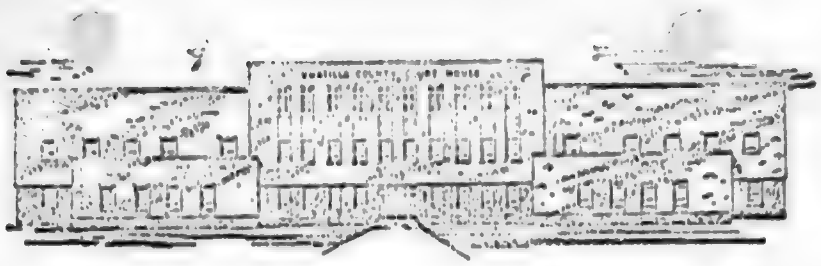
Enclosures

P.S. I have just been informed that Judge Cook will appear before the Commission October 31, so you may wish to handle the matter at that time rather than by letter.

(Copy to Portland Office)

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

RAYMOND E. REES



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

October 13, 1967

The Honorable Glenn L. Jackson, Chairman
State Highway Commission
Salem, Oregon 97310

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Dear Mr. Jackson:

I wrote on September 21, 1967, concerning an interchange the County has proposed on Interstate 80N north of Rieth to serve that area, Birch Creek and the area north and west of the Pendleton Airport which cannot be served by the other interchange.

The County is convinced of the need of an interchange in that area by the State and feels it important that it be constructed with the other work.

Probably you have not had the time to go over our proposal fully, but we urge you to approve of this interchange soon so we can go ahead with our planning.

Very truly yours,

D. R. Sam Cook

D. R. "Sam" Cook
County Judge

JACKSON, CHAIRMAN
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing
Barbee
Walker
Glenn

RECEIVED
OCT 11 1967
CONSTRUCTION
DIVISION

October 9, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

Reference is made to your recent note concerning your meeting with Jay Brogoitti and Senator "Ruff" Raymond about a proposed additional interchange slightly west of the city of Pendleton on Interstate 80N.

It appears that these gentlemen visited you on September 28. If this is the case, Senator Raymond should have received his copy of Mr. Klaboe's letter to Judge Cook of September 13, stating that we were aware of their request and that we could see no possibility of receiving Bureau of Public Roads' approval for the added facility (a copy of this letter is enclosed). We did, however, request certain further information from Judge Cook which has not been forthcoming. It is our belief that justification for this request cannot be developed.

We have also investigated this latest proposal and find that it would cost approximately $900,000. Even with this large estimate, we are willing to contact the Bureau and request favorable consideration if we had any information that would tend to justify it.

As you may know, we have had a great deal of correspondence with the Judge, Senator Raymond and others in this area concerning the addition of an interchange to essentially serve the Brogoitti holdings. We have investigated every one of their proposals and, as yet, have found none that are economically warranted.

A short summary of the background leading to this problem may be helpful.

After negotiating with the City and County for the type of interchange that would be constructed just westerly of Pendleton to serve the airport and the old highway, it was determined by all parties that an interchange which would not provide local service should be constructed. This, of course, did not set well with Mr. Brogoitti who owns a great deal of property south of the interchange and of the freeway itself. He was desirous of getting connections to the freeway so that he could develop his property to commercial use, some of which would be oriented to freeway traffic.

Mr. Brogoitti was able to interest the County Court in such a scheme and we had a meeting in Salem with representatives of both the City and the County to further explore the possibilities. It was decided at this meeting that both the local jurisdictions would approve a different-type interchange which would allow connections to the Brogoitti property. Several weeks later, the City backed down on its approval of this latest proposal and a local dispute between the City on the one hand and the County on the other hand developed. The State Highway Department maintained an impartial viewpoint throughout this dispute and continually advised both parties that we would build either type of interchange if they would just get together and tell us what they wanted.

This dispute dragged on for several months and, during the course of the battle, the City Attorney was removed from office (inasmuch as he also represented Mr. Brogoitti). It was eventually settled, however, by the County agreeing to go along with the City and approving the plan which would not allow access to the Brogoitti property. We hope this particular item is settled, and we have no information to the contrary.

Nevertheless, since that time the County has approached the State with the alternate proposition of constructing another interchange which would in turn serve Mr. Brogoitti and a few other properties in the immediate vicinity. This is where we stand today.

Incidentally, the bids for the contract to construct the portion of the interstate route in question have been taken and the contract awarded.

I enclose a suggested letter to Mr. Brogoitti for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encs.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

September 21, 1967

The Honorable Glenn L. Jackson, Chairman
State Highway Commission
Salem, Oregon 97310

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Dear Mr. Jackson:

We have written to Mr. Forrest Cooper, State Highway Engineer, proposing an interchange on Rieth hill which would satisfy a need which has previously been overlooked. Mr. Klaboe's reply of August 21, 1967, thought that the place we were indicating was further up the hill where there would be more rock problem.

His reply to our letter showed concern for the cost although it would be less there than farther up the hill. Also, he mentioned the cost for construction of connecting roads. These will not be at the expense of the state.

So there is no misunderstanding, the County feels very strongly that there should be an interchange in the place indicated to take care of the problems mentioned in our letter of August 11, 1967. We understand that recently the Highway Department proposed access roads on the north side in the property of The City of Pendleton, the Brown property and the Gerger property. If an interchange were placed in this area the access roads on the north side could be provided at less cost to the state.

Since the start of construction of the Pendleton Bypass is fast approaching, we would like the Commission's approval of this interchange at an early date.

Respectfully yours,

D. R. "Sam" Cook
County Judge

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1967

The Honorable D. R. Cook
County Judge
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Reference is made to your letter of August 25 in regard to an additional interchange in the Rieth area and to the suggested shift easterly from the existing farm road from Rieth.

We are investigating the design and cost of an interchange in the position indicated on the sketch map which you submitted, but have not yet completed this study. While this will move the westerly ramps out of some of the rock cuts, the main highway is still on approximately the same grade and long ramps will still be necessary. In the new position, these ramps are much closer to the proposed West Pendleton Interchange than desirable and this is a definite argument against the facility.

To clarify my letter of August 21, I stated that it seemed inconceivable that the amount of traffic involved and the out-of-direction travel incurred (by use of existing or proposed facilities rather than this proposed new interchange) would be sufficient to justify the expenditure of public funds (by all jurisdictions) to put this plan into operation. In order to make some determination of the inconvenience and increased cost to the public caused by not constructing the proposed facility, we need predictions of the amount of traffic anticipated to use it on a daily basis and the added distance required if they used a logical alternate facility. Please provide whatever data your people might be able to put together that can be used to make up a factual case showing alternate travel distances and anticipated traffic counts for both the presently proposed road system and with the suggested new interchange put into the system. With these a benefit-to-cost comparison can be developed to either help justify the requested construction or to explain to the proponents of the facility why it is not in the public interest to spend the necessary funds to get it built.

Again, it seems impossible that enough saving in out-of-direction travel can be shown to justify the expenditure of County funds for the connecting roads or for the other public funds to build the added interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Klaboe
F. B. Klaboe
Assistant State Highway Engineer

cc: The Honorable Raphael R. Raymond

RAYMOND [illegible] REEB

UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

August 25, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Proposed Interchange North of Rieth
on Interstate 80-North

Attention: Mr. F. B. Klaboe

Dear Mr. Cooper:

This refers to your letter of August 21, 1967. The proposed interchange would not be placed where you had understood, but further down the hill. Here there is not the rock there is on top of the hill and the grade problems are not involved. Construction costs would be much, much less than at the top of the hill.

I enclose a map marked in red where the road roughly would go and the interchange involved, and shown in blue is the Rieth Road straight up the hill, which you have indicated in your letter. This is not the out-of-direction traffic which you indicate, but direct traffic through Birch Creek and Rieth onto the main highway and from that area generally north of the Pendleton Airport. This would solve the great problem which we have indicated of travel through the airport and access to the Gorger and Brown properties and some of the City's property on the north side of the road.

A study of the area north of the Pendleton Airport and south of Rieth and the Rieth area will show a real need which has not been previously studied or solved. The cost of connecting roads would not be that of the State of Oregon and the County can assure that they will be constructed.

Please indicate what additional data you need and we will furnish that to you, so we may proceed on this.

Very truly yours,

D. R. Cook

D. R. "Sam" Cook,
County Judge

Enc.

August11, 1967

Mr. Forrest Cooper
State Engineer
State Highway Department
Salem, Oregon 97310

Re: Interstate 80-North: Interchange North of Rieth

Dear Mr. Cooper:

As you so well know, the location of highways is always a changing matter. New circumstances and a new look at old situations make for additional needs.

The County is preparing to pave the Birch Creek Road which would divert a considerable amount of heavy traffic from Highway No. 395 down Birch Creek to Rieth. The present farm road from Rieth to U. S. 30 will be > closed with construction of Interstate 80-North. It becomes exceedingly clear with this and other changes and new developments at Rieth that the Rieth area will need a better route north and west of Rieth and onto the interstate highway.

North and west of Pendleton, Oregon, is a large area of wheat land which has been served historically and inadequately by a county road which runs into the Pendleton Airport lands and users of that road must then travel through the airport land on undedicated roads. This is on what is known as the Stage Gulch Road. The County presently plans to pave the Stage Gulch Road, and with a new connection between South Cold Springs Canyon to the intersections of Missouri and Despain Gulches and a connection to the Stage Gulch Road from Despain Gulch, this road will be used more in the

near future. As you know, with the change in the interstate highway there is poor access to the Gorger land and the Brown land, north of the state highway, and also City lands in that area which are outside the city limits. In this area west of the airport is the county-designated sanitary landfill which serves the whole Pendleton-Rieth area and is the only sanitary landfill operating in the area. Adjacent to that is a rock crusher site and rock stockpiles that are constantly used by the City of Pendleton and the County of Umatilla.

An additional interchange one mile or so west of the west Pendleton trumpet interchange would solve the problems for the areas south and north of Rieth with a road north from Rieth to the interchange and north from the interchange through the Brown property, connecting the Gorger property, the sanitary landfill, the crusher-stockpile site, and Stage Gulch Road. The problems on all these properties and the Brogoitti land would be eliminated. This would take care of access problems in the areas and the farm and industrial traffic in the Rieth area and the farm traffic in the area northwest of the Pendleton Airport which would extend many miles north and west.

Accordingly, Umatilla County requests that the State Highway Commission construct a diamond interchange, or other suitable structures for an interchange, immediately north of Rieth on Interstate 80-North. You may be assured of our full cooperation in this project.

Very truly yours,

D. R. "Sam" Cook
County Judge

Walter A. Holt, Commissioner

Raymond E. Rees, Commissioner

RECEIVED
JUN 30 1969

FORM E-30 90M 7-64 SP*6220-734

FOR FILING

[illegible]

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1969

SUBJECT:

To: Memo to File

On this date approval was secured from Chairman Jackson to enter into an agreement with Oregon Portland Cement Company which will permit the Company to use State-owned cement in sealed bins at Lime on the Pendleton Bypass job. This material was purchased as "material on hand" from the contractor, Roy L. Houck Sons, Corp., to be used on the Lime project.

The Cement Company will post bond and will hold the State harmless from claims, if any, that might arise from Houck. The Company will replace the material in the sealed bins as rapidly as its manufacturing process will permit. The same contractor is doing the paving on both jobs and as far as can be determined, no complications should arise.

Our Legal Department and the attorney for Oregon Portland Cement Company will prepare agreements in a form for the Secretary to execute. The matter will be placed on the agenda for confirmation at the next Commission meeting.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
Scott Coulter

RECEIVED
JUN 23 1969

FOR FILING

I-80N-5 ([illegible]
7097

June 20, 1969

AIRMAIL
The Honorable Robert W. Packwood
United States Senator
361 Old Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

I have your June 16 inquiry concerning the request of Judge Sam Cook of Umatilla County for an additional interchange on I-80N approximately one mile westerly of the Pendleton airport. This is a continuation of the strong differences of opinion that developed over the design of the West Pendleton Interchange near the road to the airport. This also was the subject of the differences with Mr. Brogiotti and other property owners in the interchange vicinity.

Before completing designs for this section of I-80N, it was necessary to secure approval of both the City of Pendleton and Umatilla County. After considerable discussion of the matter, both the City and the County stated preference for and approved a directional type of interchange, which would permit eastbound traffic to flow in an uninterrupted manner not only on the freeway but also into the core area of Pendleton via the interchange and the city street system. This type of interchange did not provide direct access to the private property adjacent to the freeway and the interchange. Subsequent to this approval, protests came from local property owners.

A diamond-type interchange, which was also considered, could provide access to the surrounding area but would require the traffic stream desiring to enter Pendleton to stop and left-turn. While the Department and the Bureau of Public Roads were agreeable to either type of interchange, we felt the directional facility was superior and the City of Pendleton would never concur in changing to the diamond type of construction. The interchange is now virtually complete.

This has all led to a request for another interchange about one mile westerly of the airport interchange so that the surrounding properties may be more directly served. The cost of this facility would be somewhere in the $900,000 range and, so far at least, will not be approved by the Bureau of Public Roads for financing with Interstate funds. If such a facility were constructed, the cost thereof would have to be borne by either State or regular Federal-aid funds which, as you know, are in very short supply.

I believe there is a misunderstanding on Judge Cook's part--that there would not be much difference in cost between the interchange and the proposed Rieth Road improvement. The Rieth Road improvement is proposed to be a Federal-aid Secondary project and is being considered at the request of Umatilla County. I believe the cost of this construction will not exceed $200,000 or $250,000 at the outside.

This is an unfortunate local problem where strong differences of opinion exist. The Highway Commission has found itself somewhat in the middle; it has done the best it can to please as many people as possible but apparently has fallen short of this aim in that we are not able to finance another interchange with monies that are available.

If there is something about this that is not clear or if you would like more data or information, we will supply anything available on your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
H. S. Coulter

RLP:ms fn

RECEIVED
JUN 17 1969

I-80N-5(27)204
7097

NOTED
R. L. PORTER

JUN 11 1969
34-10

Honorable Mark O. Hatfield
United States Senate
Washington, D. C. 20510

Dear Senator Hatfield:

This is in further reply to your May 23, 1969, communication forwarding a copy of a letter from Mr. Gene B. Conklin, a lawyer representing Mr. O. Jay Brogoitti of Pendleton, Oregon.

A review of the record indicates the State of Oregon's condemnation action against Mr. Brogoitti has been completed and the appeal settled. This case was discussed in previous correspondence with you in response to your March 3, 1969, inquiry on the same matter.

The interchange is essentially complete and it is impracticable at this late date, because of the legal action and final verdict to reopen the case and renegotiate the value of the property or the condition of access.

As we are sure you can appreciate, there are limitations upon the actions the Federal Government may take in local State matters, particularly in cases adjudicated by the courts. Under the circumstances there appears no action that this agency may properly take to assist Mr. Brogoitti.

If we can be of further service, please advise.

Sincerely yours,

For the Director

JOHN A. SWANSON

John A. Swanson
Associate Director for
Right-of-Way and Location

Enclosure
Material Transmitted

Copies to Robbe

NOTED
FORREST COOPER

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

#8748

June 3, 1969

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This will acknowledge receipt of your transmittal memorandum dated May 23 (received June 2) forwarding a copy of a letter from Mr. Gene B. Conklin, Pendleton, Oregon, a lawyer representing Mr. O. Jay Brogoitti, who is involved in a condemnation case brought by the State Highway Commission.

Your correspondence is being referred to the appropriate officer of the Department, and you will receive a reply in the near future.

Sincerely,

(Sgd)

A. B. Virkler Legate
Executive Secretary

cc: S-10

S-10:ABVLegate:kel

CONCURRENCES
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f-June 12

SEN-09.37
#8748

United States Senate

May 23, 1969

Respectfully referred to:

Department of Transportation

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return of the enclosure, will be appreciated by

Mark O. Hatfield
U.S.S.

MOH:A

32569

LAW OFFICE OF
GENE B. CONKLIN
P. O. BOX 1122
PENDLETON, OREGON 97801

412 S. E. DORION AVE.

TEL. [503] 276-2711

April 23, 1969

Honorable Mark O. Hatfield
United States Senator
Senate Office Building
Washington, D. C.

Dear Senator Hatfield:

Mr. O. Jay Brogoitti has asked me to explain to you his condemnation case brought by the State Highway Commission.

Mr. Brogoitti's land is located at the west city limits of Pendleton at the Pendleton Airport junction with Highway U. S. 30, which is now becoming Interstate 80-North. His land extends from there some two and one-half miles almost to an elevation just lower than the crest of the grade called Rieth Ridge. The highway was located there, I believe, in 1939. In 1955 the Highway Commission wished to widen the road and add a third lane for truck traffic. The property then was owned jointly between Mrs. Brogoitti and the widow of her deceased brother (who had remarried to Mr. Brown). The Highway Commission negotiated for the right of way and took enough land to widen the highway to four lanes in the future.

Later the property was partitioned with Browns owning the land north of the highway, and Brogoittis south of the highway. The 1955 deed from the Brogoittis and the Browns to the Highway Commission gave certain accesses onto the highway and prohibited access to the rest of the highway. The deed provided: "Grantee [the state] has the right to build at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights and access hereinabove reserved to and from the highway that are on or adjacent to such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select."

[illegible]R 28 [illegible]

When the highway Interstate 80-North freeway was determined that they needed more right of way for a separa[illegible] highway, and the condemnation case was brought for that purpose and prohibited all access.

We had insisted all along that if the access were taken that we were entitled to a frontage road as provided in the agreement and the Deed. Our negotiations went on for some time attempting to change the trumpet interchange at the airport junction to a diamond interchange or one which would give Mr. Brogoitti access to the freeway.

The negotiations having fallen down both directly with the Highway Commission for a different interchange, and through the Highway Commission's attorney in trying to work out the rights under this contract, we filed an affirmative answer and counterclaim setting out the agreement as provided in the Deed, stated that the Highway Commission had not provided the frontage road and refused to provide the frontage road in accordance with the agreement, and that Brogoittis complied with the contract, and asked for specific performance of the agreement.

To our affirmative answer and counterclaim, the State moved to strike it for the reason that it plead an equitable counterclaim which was not proper in a condemnation action and is not a legal defense as required by ORS 366.380 (3). They also filed an alternative demurrer. The Court granted the Motion. (In a similar case, State v. Gorger, a defense and counterclaim which was a legal rather than an equitable defense was stricken.)

Therefore, we went to trial being unable to present our defense for specific performance of the contract. We of course advised the Attorney General's office that we would seek redress of the contractual obligation outside of this action, and we intend to pursue our remedies under the contract. The result of striking the motion was, of course, that the Highway Commission could condemn the right of way and take away the accesses under the condemnation case, but that the contract was apart from the condemnation case since it can still be performed notwithstanding the condemnation. In the condemnation case, however, the Court did not give the requested instruction for damages for access.

We filed notice of appeal and then determined that the Brogoittis would be better served to ask for the road on the contract rather than appeal. We then thought we could get some further negotiation on this road, but the Highway Commission tends to ignore it and apparently ignored it when it was brought to their attention by their attorneys.

I could go on for pages and show the on-again, off-again situation of giving Mr. Brogoitti access, and the vacillation of the City, the County and the Highway Commission ending up and everybody agreeing that the Brogoittis should have access, but they need a governmental advocate which they could not find at the crucial time. When the City was amicable to it, the Highway Commission wasn't; when the Highway Commission was, the City wasn't or the County wasn't. It was a vicious circle ending up with Brogoittis not getting access to their land, whereas he'd always had access to his land. The result was that the City of Pendleton and the Port Commission do not have good or direct access to its only industrial site at Rieth -- land not owned by Brogoitti. This is a real loss to the community.

If there is any additional information you wish, I would be pleased of course to send it to you.

The situation of the Brogoittis reminds one of the epitaph on the traffic fatality's tombstone which read "Here lies John Jones, a victim of an automobile accident. He was in the right -- dead right."

Respectfully yours,

Gene B. Conklin

GBC/m

RECEIVED
JUN 11 1969

I-80N-5(29)304

7047

JOHN SPARKMAN, ALA., CHAIRMAN
WILLIAM PROXMIRE, WIS.
HARRISON A. WILLIAMS, JR., N.J.
EDMUND S. MUSKIE, MAINE
THOMAS J. McINTYRE, N.H.
WALTER F. MONDALE, MINN.
ERNEST F. HOLLINGS, S.C.
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WALLACE F. BENNETT, UTAH
JOHN G. TOWER, TEX.
EDWARD W. BROOKE, MASS.
CHARLES H. PERCY, ILL.
CHARLES E. GOODELL, N.Y.
ROBERT W. PACKWOOD, OREG.

DUDLEY L. O'NEAL, JR.
STAFF DIRECTOR AND GENERAL COUNSEL

United States Senate
COMMITTEE ON BANKING AND CURRENCY
WASHINGTON, D.C. 20510

June 5, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Forrest:

I received your letter dated May 27th, with further reference to the O. Jay Brogoitti case bought by the state to acquire right of way for Interstate 80N west of Pendleton.

Forrest, I can't tell you how much I appreciate having this information and it will be kept confidential. You will be interested to know that prior to sending this material on to you on May 5th, I had replied to Gene Conklin, in which I quoted from the Federal Highway Administration's letter:

> As we are sure you can appreciate there are limitations upon the actions the Federal Government may take in local State matters particularly in cases adjudicated by the courts. Under the circumstances there appears no action that this agency may properly take.

At this time, Forrest, I don't anticipate doing anything further on this, but did appreciate having your comments.

Kind regards,

Bob

BOB PACKWOOD

BP/hcb

NOTED
R. L. PORTER

NOTED
FORREST COOPER

RECEIVED
JUN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-5(29)204

7097

June 4, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Track Adjustment
Rieth Highway and UPRR Overcrossing
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (29) 204
Contract No. 7097
YOUR FILE: D 323-1-68

Gentlemen:

This is to advise that the estimate and sketch contained in your letter of April 22, 1969, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 25, 1969. Please contact Mr. H. N. Van Cleave, P. O. Box 1071, Pendleton, Oregon 97801, Phone: 276-4435, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the actual cost of the work performed on and subsequent to March 25, 1969, will be made in accordance with the provisions of PPM 30-3 and all supplements thereto as indicated in our letter to you dated March 25, 1969. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
F. B. Klaboe
Tom Edwards
L. H. Young (2) (w/attach.)
I. D. Merchant "
V. E. Skoog "
H. S. Coulter (w/attach) (2)
H. N. VanCleave (w/attach.)
C. D. Hiatt "
H. M. Fillmore "

*Note to Div. Engr. Coulter: Please have a State Force Order prepared and submitted for this work. Return one copy of UPRR letter and sketch with SFO.

RECEIVED
JUN 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29) Pendleton Sec. of Old Ore. 1967
204 Tr. from Reith Hill to. E. #4
#7097 Pendleton Interch.(Grad., Pav.)

C&A 2958
3007
3237
3497
3554
3754

R/W 20800

RR-659

Form E-208—5M

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
7097

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.
Date MAY 29 1969
Dist. Engineer
U.S. Bureau of Public Roads

C

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Pendleton	Date	May 29, 1969
Highway	Old Oregon Trail	Contract No.	7097
County	Umatilla	Prefix	630-1098
Contractor	Rogers Construction, Inc.	F. A. Project No.	I-80N-5(29)204
Address	P. O. Box 16537, Portland, Oregon 97216	Order No.	10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace and reshape material in Stone Dike Groins.

Location by station numbers:

Sta. 1270 - 1298 (Umatilla River Channel)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 500.00
Equipment	1,600.00
+15% equipment & 20% labor	340.00
Total	$2,440.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stone Dike Groins constructed under the contract were damaged by high water during spring runoff. Oregon State Game Commission has requested groins be repaired and reshaped prior to completion of the project. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	9,808,662.65
Present estimate of project cost, including $ 2,440.00 for work under this order	$ 9,808,662.65
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ H. S. Coulter
Division Engineer

Approved: /s/ F. D. Morgan 6-23-69

[illegible]
JUN 2 1969

FOR FILING

I-80N-5([illegible])264/
[illegible]

May 29, 1969

Mr. Alex M. Byler
Corey, Byler & Rew
Attorneys at Law
Post Office Box 218
Pendleton, Oregon 97801

Dear Mr. Byler:

Reference is made to your two letters dated May 28 concerning the Pendleton Section of I-80N in the vicinity of the Round-Up Drive-In Theatre.

I have transmitted your remarks to Mr. Scott Coulter, Division Engineer located at La Grande, and he will immediately make arrangements to meet with you and discuss the matter. I feel sure that Mr. Coulter will be able to handle your problems locally.

Thank you for bringing these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
H. S. Coulter

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW

TELEPHONE
AREA CODE 503
276-3331

May 28, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Round-Up Drive-In Theatre
Pendleton Section of I-80N

Attn: Mr. F. B. Klaboe,
Assistant State Highway Engineer

Dear Mr. Klaboe:

Since dictating my letter to you of this date concerning the problem my clients have with automobile headlights I have had a further conference with my clients concerning another problem.

This second problem concerns the access road leading from the State Highway to the Theatre. At the point the access road leaves the highway it takes a 90° right turn within approximately 40 to 50 feet of the intersection. This right turn is hidden by high banks on either side. Cars leaving the Drive-In Theatre and returning to the highway are descending on the access road and enter into this 90° turn (which for them goes to the left) without warning of any sort. My clients advise me that there have been at least four vehicles known to them which have failed to make the turn and which have left the highway and gone against an embankment on one side of the highway. The local news reported a rather serious accident at this spot only last evening.

This letter is written as an urgent request that representatives of your department with authority to change this situation meet with my client and me to discuss steps which will be taken to make the access road

copies to Coulter 5-29-69

safe for public use. Please be advised that we consider the access road to be extremely dangerous at this time as it is presently engineered.

In addition to the faulty engineering of this corner we believe there is danger at the intersection with traffic leaving 80N coming around a corner just to the East of the intersection at a high rate of speed and encountering the traffic which will be leaving the Theatre via the access road. We believe that this intersection should be posted with adequate warning signs. A present danger exists and we would ask that such warning signs be erected as soon as possible.

In addition, highway traveling from Pendleton intending to enter the access road to go to the Theatre generally occupies the center or "passing" lane which is found on the uphill grade present there. Traffic ascending the hill behind those cars should be warned with proper signs that an intersection exists and that some traffic will be turning to the left at that point.

As requested above we would appreciate an immediate opportunity to meet with appropriate personnel from your department.

Yours very truly,

COREY, BYLER & REW

By: Alex M. Byler

AMB:wr

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW

TELEPHONE
AREA CODE 503
276-3331

May 28, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Round-Up Drive-In Theatre -
Pendleton Section of I-80N

Attn: Mr. F. B. Klaboe,
Assistant State Highway Engineer

Dear Mr. Klaboe:

Thank you for your letter of May 21. My clients informed me that the "temporary detour" which you refer to in your letter is apparently the "on-ramp" leading from the East exit from the City of Pendleton onto Highway 80N. They agree that the traffic is no longer being routed over this ramp onto the highway but they have been advised by local personnel of the Highway Department that such ramp will be in use when the highway is opened this Fall. Accordingly, we believe that some adjustment in the alignment of the highway should be made at this time or that some arrangements should be made to deflect the headlight beams from the automobiles so that when the ramp is used the lights will not interfere with the picture shown by our clients on their movie screen.

We would appreciate your looking into the matter further and letting us know if some arrangement as such as one of those suggested here can be made.

Sincerely yours,

COREY, BYLER & REW

By: Alex M. Byler

AMB:wr

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
MAY 28 1969
FOR FILING

I 80N-5(34)004
1097

AIRMAIL May 27, 1969

The Honorable Robert W. Packwood
United States Senator
361 Old Senate Office Building
Washington, D. C. 20510

Dear Bob:

This is in response to your request of May 3 for information concerning the letter you received from Gene B. Conklin, Attorney at Pendleton, dated April 23. Mr. Conklin represented G. Jay Bregaitti in a condemnation case brought by the State to acquire approximately 60 acres of right-of-way for Interstate 80N west of Pendleton. A portion of the right-of-way is being used for the West Pendleton (airport) Interchange.

Mr. Bregaitti was the owner of approximately 894 acres of wheatland in that area. The State had previously purchased right-of-way from him or his predecessors for highway improvements prior to the time Congress adopted the Interstate Highway Law in 1956. After lengthy negotiations, the State's offer for this acquisition was rejected and the case was filed.

The design of the interchange was fraught with strong differences of opinion. The matter was studied and restudied over a long period of time and discussed with the City of Pendleton, Umatilla County, and the Bureau of Public Roads. A decision was finally reached that the directional type of interchange which permits a free flow of traffic from the Interstate into Pendleton was in the best public interest.

Both state and federal law require the purchase of access rights along Interstate highways, except through interchanges. Oregon law permits the purchase of any and all existing access rights and, of course, our appraisers take into consideration not only the value of the land to be acquired but also the value of any existing accesses and the damages to the remaining land.

Our Legal Division has informed me that during the trial, which lasted from October 23 to October 29, 1968, the witnesses for both sides took into consideration the closing of the existing accesses in arriving at their opinions on the amount of compensation. Here again, there was a strong difference of opinion as to just compensation. The testimony ranged from approximately $57,300 to $300,000. The jury returned a verdict in the sum of $63,000 which was less than the State's offer.

The trial attorney has informed me that Mr. Conklin (Brogoitti's Attorney) was not only asking for just compensation for the taking and damages, but also felt he was entitled to breach of contract damages due to the prior deeds. The trial judge rejected Mr. Conklin's theory.

Mr. Conklin initially filed an appeal but subsequently informed the Department that he would drop his appeal if the State would waive the statutory costs his client would have otherwise had to pay the State, since the verdict was less than the offer. The Commission accepted the proposal and the appeal was dismissed.

It is the opinion of our Chief Counsel that if Mr. Conklin felt the court erred, he should have proceeded with his appeal, since all matters involving the amount of just compensation for the acquisition of land, as well as accesses and damages, were thoroughly covered during the trial.

For your information, I am enclosing a copy of the final judgment order. If further or more detailed information is desired, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc. Judgment Order
Case No. 9454
cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
G. E. Rohde
A. F. Pursen

FCMcK:ks sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

noted
FCMcK

Salem, Oregon
May 15, 1969

To: Frank C. McKinney
Assistant Counsel

SUBJECT: State of Oregon vs.
O. Jay Brogoitti, et al.
Case No. 9454
L-5558 R-39144
Pendleton Section
Old Oregon Trail Highway

The following is a statement of points which I feel have a bearing on the letter written by Mr. Conklin to Senator Packwood. These facts may be helpful in drafting the answer requested by Mr. Porter. The historical facts are set forth at length in the various news clippings which are in the file. The most recent news clipping of April 11 sets forth subsequent transactions pertaining to efforts to acquire a new interchange at a different location. My comments are not in any particular order but follow the form of the letter written by Mr. Conklin.

At the outset it should be recognized that the future frontage road clause which is set forth on page 1 was also set forth in the larger tract description in the complaint. After the larger tract description, paragraph V states that all rights of access are being acquired in this proceeding. There can be no confusion that this was an issue in the case. On page 2, paragraph 2, the basic issue is pointed up. Negotiations were carried on in an attempt to obtain a diamond interchange which was the primary objective of the property owner. On page 2, paragraph 5, Mr. Conklin states that "we went to trial being unable to present our defense for specific performance of the contract." In the previous paragraph he states that the Court ruled that such was not a defense. The result of the ruling was not as stated to give him a separate cause of action. Rather, it was to advise the owner that he should collect his damages, if any there be in the condemnation action. Witnesses for the plaintiff and witnesses for the defendant did testify to substantial damages by reason of the acquisition of the rights of access to the highway. The Court did instruct the jury to consider the damages resulting from the loss of access by giving the State's requested instruction. The Court, for reasons of its own, refused to give the instruction requested by the owner. The jury did consider the acquisition of access rights along with the value of the property actually acquired. The granting of the motion to strike along with the Court's refusal to give a requested instruction were appealable by the owner. In my conversations with Mr. Conklin pertaining to his alleged error, he stated that the Court's failure to give his requested instruction was the basis of his appeal. The appeal was dismissed upon a stipulation to waive costs. Throughout it should be borne in mind that if the State had agreed to or was obligated to construct a frontage road separate and apart from the issues in the condemnation case, the defendants would have been entitled to no damages for loss of access. The construction of the frontage road would have eliminated the access points without the payment of any just compensation. The defendants testified to damages up to and including $500,000 because of this item. On page 3, paragraph 1, Mr. Conklin states that the Brogoittis would be better served to ask for the road on the contract rather than appeal. If he was entitled to a frontage road on appeal, he abandoned his own alternative choice by dismissing the appeal. We have never and do not now consider future frontage road clause language to be a contract.

Reference is made to the Highway Department attorneys throughout the letter. The sum total of these negotiations were to delay the placing of a trial date pending negotiations by Mr. Brogoitti with the City of Pendleton and final determination of the interchange design. It was our feeling that once the matter had come to trial the award would be based on the existing construction program and it would be difficult to change design of the interchange after trial. In my opinion we were very patient and allowed the case to stay on the docket as a pending case much longer than ordinary cases. In his last paragraph he states that the result is that the City of Pendleton and the Port Commission do not have good or direct access to its only industrial site at Rieth. It should be borne in mind that the decision of the City of Pendleton disapproving the diamond interchange was the sole reason that such was not constructed. The letter states that it is a real loss to the community. This was the subject matter of several public hearings and thousands of pages of testimony. All of these are reflected in the news clippings. The community itself decided that it would be better served to bring the traffic beyond the points of the Brogoitti property.

At no time was it ever agreed that the Brogoittis would have a separate cause of action. The matter of any cause of action was strenuously argued on our motion to strike. It is my recollection that Judge Kaye, in ruling on the matter, did state in his comments that his ruling pertained to the instant case and did not pertain to whether or not an independent cause of action existed. He emphasized that his ruling was to strike the matter from the complaint and if the owners felt they had a further separate cause of action that was up to them. All of the arguments on the motion to strike which were presented by both attorneys and all of the comments of the Judge were transcribed by the court reporter and are a matter of record in the event they should be desirable.

If I can offer further comments, please advise me.

Robert Holland

ROBERT A. HOLLAND
Staff Attorney

RAH:jc

APR 28 1969

LAW OFFICE OF
GENE B. CONKLIN
P. O. BOX 1122
PENDLETON, OREGON 97801
412 S. E. DORION AVE.
TEL. [503] 276-2711

April 23, 1969

RECEIVED
MAY 9 1969
LEGAL & RIGHT OF WAY

8815

McKinney

DRAFT PLEASE

Honorable Robert Packwood
United States Senator
Senate Office Building
Washington, D. C.

PF

Dear Senator Packwood:

Mr. O. Jay Brogoitti has asked me to explain to you his condemnation case brought by the State Highway Commission.

Mr. Brogoitti's land is located at the west city limits of Pendleton at the Pendleton Airport junction with Highway U. S. 30, which is now becoming Interstate 80-North. His land extends from there some two and one-half miles almost to an elevation just lower than the crest of the grade called Rieth Ridge. The highway was located there, I believe, in 1939. In 1955 the Highway Commission wished to widen the road and add a third lane for truck traffic. The property then was owned jointly between Mrs. Brogoitti and the widow of her deceased brother (who had remarried to Mr. Brown). The Highway Commission negotiated for the right of way and took enough land to widen the highway to four lanes in the future.

Later the property was partitioned with Browns owning the land north of the highway, and Brogoittis south of the highway. The 1955 deed from the Brogoittis and the Browns to the Highway Commission gave certain accesses onto the highway and prohibited access to the rest of the highway. The deed provided: "Grantee [the state] has the right to build at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights and access hereinabove reserved to and from the highway that are on or adjacent to such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select."

NOTED
R. L. PORTER

When the highway Interstate 80-North freeway was planned, it was determined that they needed more right of way for a separated four-lane highway, and the condemnation case was brought for that purpose and prohibited all access.

We had insisted all along that if the access were taken that we were entitled to a frontage road as provided in the agreement and the Deed. Our negotiations went on for some time attempting to change the trumpet interchange at the airport junction to a diamond interchange or one which would give Mr. Brogoitti access to the freeway.

The negotiations having fallen down both directly with the Highway Commission for a different interchange, and through the Highway Commission's attorney in trying to work out the rights under this contract, we filed an affirmative answer and counterclaim setting out the agreement as provided in the Deed, stated that the Highway Commission had not provided the frontage road and refused to provide the frontage road in accordance with the agreement, and that Brogoittis complied with the contract, and asked for specific performance of the agreement.

To our affirmative answer and counterclaim, the State moved to strike it for the reason that it plead an equitable counterclaim which was not proper in a condemnation action and is not a legal defense as required by ORS 366.380 (3). They also filed an alternative demurrer. The Court granted the Motion. (In a similar case, State v. Gorger, a defense and counterclaim which was a legal rather than an equitable defense was stricken.)

Therefore, we went to trial being unable to present our defense for specific performance of the contract. We of course advised the Attorney General's office that we would seek redress of the contractual obligation outside of this action, and we intend to pursue our remedies under the contract. The result of striking the motion was, of course, that the Highway Commission could condemn the right of way and take away the accesses under the condemnation case, but that the contract was apart from the condemnation case since it can still be performed notwithstanding the condemnation. In the condemnation case, however, the Court did not give the requested instruction for damages for access.

We filed notice of appeal and then determined that the Brogoittis would be better served to ask for the road on the contract rather than appeal. We then thought we could get some further negotiation on this road, but the Highway Commission tends to ignore it and apparently ignored it when it was brought to their attention by their attorneys.

I could go on for pages and show the on-again, off-again situation of giving Mr. Brogoitti access, and the vacillation of the City, the County and the Highway Commission ending up and everybody agreeing that the Brogoittis should have access, but they need a governmental advocate which they could not find at the crucial time. When the City was amicable to it, the Highway Commission wasn't; when the Highway Commission was, the City wasn't or the County wasn't. It was a vicious circle ending up with Brogoittis not getting access to their land, whereas he'd always had access to his land. The result was that the City of Pendleton and the Port Commission do not have good or direct access to its only industrial site at Rieth -- land not owned by Brogoitti. This is a real loss to the community.

If there is any additional information you wish, I would be pleased of course to send it to you.

The situation of the Brogoittis reminds one of the epitaph on the traffic fatality's tombstone which read "Here lies John Jones, a victim of an automobile accident. He was in the right -- dead right."

Respectfully yours,

Gene B. Conklin

GBC/m

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1969
FOR FILING

(12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 26, 1969

In reply refer to: 08-35-EC

I-80N-5(29)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7091

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section, Old Oregon Trail Highway
Column Clearance, Reith Highway and UPRR Overcrossing

The Union Pacific Railroad's cost estimate transmitted with Mr. Litchfield's May 2, 1969 letter has been reviewed and formal approval to proceed with the construction of the inner guardrail along the mainline and the realinement of the spur track at the subject overcrossing on an actual cost basis is hereby granted.

6-2-69

Morgan
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 22 1969

FOR FI

I-80N-5(27) 994

1097

May 21, 1969

Mr. Alex M. Byler
Corey, Byler & Rew
Attorneys at Law
Post Office Box 218
Pendleton, Oregon 97801

Dear Mr. Byler:

Reference is made to your letter of May 16 concerning the Round-Up Drive-In Theatre located adjacent to the Pendleton Section of I-80N.

You advised us in this letter that your clients, who operate the theatre, were having trouble with glare from vehicle headlights traveling on the new highway. I have checked with our field personnel and they advise me that the traffic pattern that created this problem was the result of the use of a temporary detour. I am further advised that this temporary detour has been discontinued and that the problem no longer exists.

If my information is incorrect, please immediately advise me so that I can make further investigation of the matter.

Thank you for bringing this problem to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 8857
A. F. Parson

FBK:srb

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW

TELEPHONE
AREA CODE 503
276-3331

.8857

REFERRED TO
admin

May 16, 1969

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem, Oregon 97310

Re: Round-Up Drive-In Theatre,
Pendleton, Oregon

Gentlemen:

Lowell Spiess and Richard Spiess operate the Round-Up Drive-In Theatre on the Eastside of Pendleton. Within the last week traffic leaving Pendleton has been directed through an underpass beneath that portion of Highway 80N which is still under construction and which is situated just a short distance to the South and West of our clients' property.

Our clients have noticed that lights from vehicles ascending the underpass route strike the movie screen of their theatre. The light from these vehicles interferes with the picture being displayed upon the screen by our clients and interrupts the enjoyment of their patrons.

We write on behalf of our clients to ask that immediate steps be taken to correct this situation so that no further interference of our clients' business will result. We must add that since this interference has only occurred for approximately one week that it would appear that no permanent damage has been done to our clients' business at this time. However, if the interference continues it is anticipated that a decrease in our clients' business of major proportions may occur.

We would appreciate your letting us know as

Parson has eliminated temp. detour which this problem.

soon as possible the nature of the steps that will be taken to correct this situation.

Yours very truly,

CORFY, BYLER & REW

By: Alex M. Byler

AMB:wr
cc: District Engineer
State Highway Department
La Grande, Oregon

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1969
OREGON
STATE HIGHWAY COMMISSION

MAY 13 1969

FOR

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

KLHBOC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 7, 1969

In reply refer to: 08-35-EC

I-80N-5(29)204

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
Old Oregon Trail Highway
Umatilla County
City of Pendleton's Utility Relocation Contract
Gravity Water Main Adjustment

We have carefully reviewed the information included in Mr. Litchfield's April 4, 1969 letter as well as prevailing Federal regulations and we are unable to approve participation in the betterment costs for the additional length of relocation. Paragraphs 9d and 9e of PPM 30-4 permit replacement in kind only and do not permit participation in betterments.

With reference to the City's policy of oversizing portions of the 22" main which are disturbed, paragraph 9c of PPM 30-4 sets forth the only conditions under which Federal fund participation in such costs can be permitted.

We do not believe this case is the same as that at Hailey Avenue as at Hailey Avenue the relocation could have been made at the existing location but an overall savings was permitted by utilizing the new location.

This decision is based on discussions with both our Regional and Washington offices.

5-13-69

Morgan
By Asst. State Hwy. Engr.

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—5M

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 13 1969
Date ______ By B.K. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Pendleton Section
Date May 6, 1969
Highway Old Oregon Trail
Contract No. 7097
County Umatilla
Prefix 630-1098
Contractor Rogers Construction Inc.
F. A. Project No. I-80N-5(29)204
Address P. O. Box 16537, Portland, Oregon 97216
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reshape and rock blanket slope around and between Bents #3 of bridge No. 9520 and 9520 A which are adjacent to U.P.R.R. side track.

Location by station numbers:

Sta. "R" 49+00 - 50+50 Lt. (Rieth Road).

Estimate of quantities and cost:

NOTE
F. B.

Labor	$ 600.00
Equipment	1,300.00
(+15% equipment & 20% labor)	315.00
Total	$2,215.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work in the area noted above was to be performed on future construction as per sheet 2C of the project plans. U.P.R.R. Co. requesting the work be performed immediately after structure work was completed in the area. Work has not started 5/5/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$9,808,662.65	
Present estimate of project cost, including $2,215.00 for work under this order	$9,808,662.65	
Expected under-run over-run amount	$ --	
Expected under-run over-run per cent	--	

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ Alfred Shirley, Jr.
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 5-28-69
~~Assistant State Highway Engineer~~
Construction Engineer

Form E-308—5M

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if [illegible]
Date MAY 2 1969
By BCBrooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Pendleton

Highway Old Oregon Trail

County Umatilla

Contractor Rogers Construction, Inc.

Address P.O. Box 16537, Portland, Oregon 97216

Date May 5 1969

Contract No. 7097

Prefix 630-1098

F. A. Project No. I-80N-5(29)204

Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Supply power & lights to illuminate Type II barricade.

NOTED
F. B. [illegible]

Location by station numbers:

Sta. "A" 1526+00 = 1530+00 Lt. (East Pendleton Interchange)

Estimate of quantities and cost:

3,000 watt diesel generator,	(200 hours at $1.30/hr.)	$260.00
Wiring and lights	+15%	39.00
	Total	$299.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Illumination of barricade required for traffic safety on detour. Lighting is in addition to that required in the project plans. Work started 5/2/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$9,808,662.65	
Present estimate of project cost, including $299.00 for work under this order	$9,808,662.65	
Expected under-run / over-run amount	$ --	
Expected under-run / over-run per cent	--	

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Ass't. Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer
morgan

Approved: /s/ G. L. Decker ✓ 5-28-69
for

RECEIVED
MAY 6 - 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Column Clearances
Rieth Highway and UPRR Overcrossing
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(29)204
Contract No. 7097

NOTED
F. B. K.

Dear Sir:

Please refer to our letter of March 25, 1969 to the Union Pacific Railroad Company, a copy of which is in your files, wherein we discuss the impaired horizontal clearances at the above-captioned structures. In that letter, we indicated that the State would reimburse the Railroad for their actual cost of installing the inner guard rail in their main line and realigning the spur track throughout the overcrossing area.

Attached you will find two copies of the Railroad's letter dated April 22, 1969 which indicates that the cost of installing the inner guard rail will be $910 and the cost of shifting the track will be $860. It is recognized that the detail shown in this letter is not adequate for approval under normal circumstances, but due to the minor nature of the work, we request your formal approval to proceed as agreed in telephone conversations with your Messrs. Girvin and Nichols effective March 25, 1969.

You will also find attached the Railroad's sketch showing the extent of the work intended.

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

By [illegible]
LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fw
Attach.
bc: F. B. Klaboe
V. L. Gallagher

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 22, 1969

File Ref. D 323 - 1 - 68

Routing
Morgan
Decker
Walker

RECEIVED
CONSTRUCTION DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Rieth Highway and UPRR Overcrossing, Bridge Nos. 9520 and 9520A - Pendleton Section, Old Oregon Trail Highway - Umatilla County - Proj. No. I-80N-5(29)204 -- Contract No. 7097 --

Referring to your letter of March 25 advising of State's willingness to reimburse the Railroad for realigning its spur track and installing guard rail in main track due to horizontal clearances on columns of the captioned overcrossing structures being less than agreed upon between the State and our Compnny:

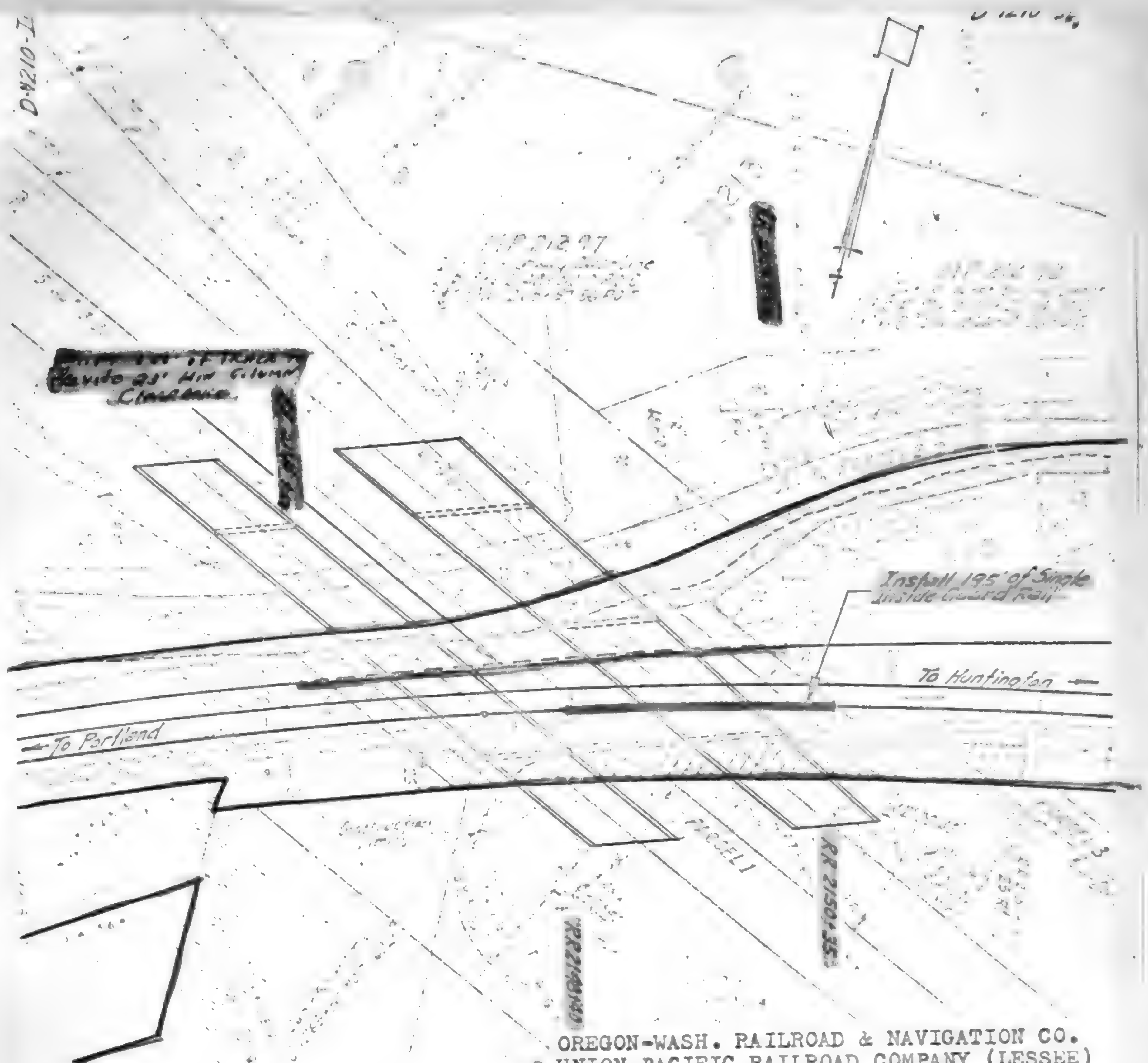
In line with your letter we have prepared the attached print dated April 14, 1969 to cover the Railroad work which we tentatively estimate will cost $860 for shifting the side track and $910 for installing the guard rail.

With this information will you kindly reaffirm State's willingness to reimburse our Company so we may proceed with the work shortly.

Yours very truly,

enc.

D-1210-I


D 1210 -I
MP 212.97
Install 195' of Single Inside Guard Rail
To Huntington
To Portland
Provide 23' Min Column Clearance
RR 2150+35
RR 2148+40
PACELLI

OREGON-WASH. RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)
M.P. 212.97 Main Line
Pendair, Oregon

Rearrange Railroad Facilities in Connection with Construction of Overcrossings by the State of Oregon.
Office of Div. Engr. Scale: 1" = 100'
Albina, Oregon April 14, 1969

-- Legend --

Existing Track to be Shifted shown--------------Dashed Black
To New Location shown-----------Orange
Install Single Inside Guard Rail shown-----------------Yellow
Railroad R/W shown----------Outlined Red

Files

RECEIVED
MAY 2 - 1969
FOR FIL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-5(27)204
7c 97

SUBJECT:

To:

RAILROAD COMPANIES
FILE No. 659

Mr. Floyd Query
Secretary
State Highway Commission

BUILDING

PUX 626, R-38178
Easement
Union Pacific Railroad Company
Old Oregon Trail Highway
Umatilla County

Attached hereto please find one copy of the above subject easement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachment

cc: Ivan Merchant
F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison
E. F. Saling (3)
T. W. Litchfield

Fran ✓

5-6-69
noted in
agreement
book - Fran

NOTED
FLOYD QUERY

RECEIVED
MAY 2 1969
FO

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 28, 1969

In reply refer to: 08-35-DA

I-80N-5(22)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

21647

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section, Old Oregon Trail Highway
City of Pendleton Utility Project

Klaboe

Reference is made to Mr. Litchfield's April 4, 1969 letter concerning the contractor's claim on the above project.

We concur with Mr. Litchfield's analysis of the claim and Federal participation in his recommended reimbursement is recommended with the following reservation.

The recommended reimbursement is $3,097.39; however, we cannot check the labor corrections made by the Resident Engineer nor can we check the equipment rental rates with the information given. Therefore, before we can approve Federal participation in the claim we would like to have the labor costs corrected and assurance that the equipment rental rates do not exceed accepted AGC rates.

orig to Litchfield
4-29-69

RECEIVED
APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

Salem, Oregon
April 15, 1969

To:

MEMO TO THE FILES

SUBJECT: Reith Highway and UPRR Bridge
Pendleton Section
Contract No. 7097

Attached is a copy of a letter from Rogers Construction, Inc., wherein they refer to the shutdown order on the subject bridge work due to location of columns which might have affected railroad clearances. The contractor, by this letter, claims considerable disruption in equipment and personnel and has asked a 15-day worktime extension of the contract.

It first appeared that this was quite an excessive amount of time; however, Mr. Van Cleave, our Resident Bridge Engineer, states that the disruption affected quite a bit of other work on the project which caused other delays and that he really thought the 15 days could closely be justified. Mr. Van Cleave was requested to immediately get any justification down in writing while it was still fresh.

Resident Engineers Hiatt and Van Cleave would like to get this matter taken care of now by assuring the contractor of a certain period of extension of time either by letter of extension of time. They also state that if this matter could be cleared up now that it is quite possible no other claims such as reimbursement for down equipment and manpower as well as expense for moving equipment and men to other work, possible reimbursement for outside specialists who had to be held off the work till a later date, etc.

I was not sure just what procedure could be followed, but it is certain that if this can be cleared immediately by some means, it will save considerable time and discussion at a later date and very possibly reimbursement by claims.

Resident Engineers Hiatt and Van Cleave were told this matter would be taken up with Morgan and Bond as soon as I returned and they would be notified as to what could be done.

NOTED
F. B. KLABOE

John H Walker
John H. Walker
Field Construction Engineer

JHW:fw
cc: F. B. Klaboe
I. Merchant
Al Rear
T. W. Litchfield
A. F. Parson
C. D. Hiatt

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

P.S. Coulter advised by telephone 4/14/69 to get request for Extension of Time from Rogers Const. Co. and have Hiatt + Van Cleave prepare their recommendations + submit them for immediate action. JHW

GENERAL CONTRACTORS • Tel 503 254 5517

ROGERS

CONSTRUCTION, INC.

March 31, 1969

H.M.Van Cleave,
Resident Bridge Engineer,
Oregon State Highway Dept.,
Pendleton, Ore 97801

Contract #7097
Bridge #9520

Dear Sir,

We refer to your following work shutdown orders at Bridges Nos.9520 and 9520A, being the Rieth Highway and U.P.R.R. Overcrossing:

1. Your letter of March 12, 1969 shut down with immediate effect our work on Bent #4 westbound.

2. Your verbal order of 12 noon March 13, 1969 extended the shutdown to Bents #3 westbound and #3 and #4 eastbound.

Despite cancellation of all these shutdowns by your two letters of March 14, 1969, at Bents #3 and #4 eastbound effective 9.30 AM on that date and at Bents #3 and #4 westbound effective 3 PM on that date, considerable delay was caused to our operation by this shutdown. Programming of our work was completely disrupted; cranes were tied up; personnel had to be moved to other work areas.

One item of prime importance was the holdover at Bents #3 and #4 of forms which were urgently needed at West Pendleton Interchange. This again involved the motor cranes being tied up, as well as disruption in the use of our transportation vehicles and personnel.

We wish to emphasise that this unfortunate situation, causing an incalculable chain delay on the entire project, was occasioned by disagreement between Oregon State Highway Department and Union Pacific Railroad Co. and was no fault of the contractor.

It is our firm belief that this condition warrants at least an additional fifteen work days on the above Project, and the purpose of this letter is to request this extension as of this writing.

Very truly yours,
Rogers Construction Inc.,

by:
General Superintendent,
Box 1233, Pendleton, Ore.

HMcl/cbr.

The fifteen work days as mentioned in the last paragraph is work days not calender work days.

HMVanCleave

RECEIVED
APR 4 - 1969

I-80N-5(22)204
[illegible]

April 4, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Gravity Water Main Adjustment
City of Pendleton's Utility Relocation
Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

Dear Sir:

Please refer to Pages 4 and 5 of Mr. Preston's Memo to the File dated April 9, 1968, my letter to you dated February 20, 1969 and your letter dated March 10, 1969.

In the last paragraph of your March 10 letter, you requested that the State indicate their obligation to share in the betterment costs for the 30-inch gravity water main. As has been certified in the past, the gravity water main occupied easements owned by the City of Pendleton. The City included in their preliminary plans the basic concept that the State would bear the cost of betterment for the additional length of pipe required by the longer relocation route (see Pages 4 and 5 of Mr. Preston's above-mentioned memo). Theseplans were reviewed in detail by the State and the BPR. As a result of that review the City was authorized to proceed with thepreparation of the construction plans subject to a number of changes requested by the State and the BPR; however, the sharing of betterment costs was not included in the changes requested. Having received authorization to proceed with final design, and no word to the contrary, the City executed X-permits.

Here, as in the case of the Hailey Avenue Water Main, there was no meeting of the minds. Had the City understood our position, they would have refused to execute the X-permit. They consider their proposed allocation of betterment costs for the gravity water main as part of the payment for their easement rights conveyed to the State by the X-permit.

This matter was discussed with Mr. Sollis and he advised that in the realm of contract law if there is not a meeting of the minds of the parties entering into the contract, proven to the satisfaction of the court, and one party relies upon the representation of the other to its detriment, the Court will either rewrite the contract or allow recovery. Therefore, it is his opinion that the City could establish a legal liability on the part of the State for the betterment costs of the additional length of main required.

As mentioned in previous correspondence, the City has had a policy as far back as 1954 to replace any portion of the gravity line disturbed by construction with a 30-inch concrete pipe. This is substantiated on sheet 16 of the City's plans, near Station 341+60, where 295 feet of the existing water main was replaced with 30-inch concrete pipe at the time of construction of the Emigrant Hill Section, Contract 4076. The 1963 Cornell, Howland, Hayes and Merryfield study mentioned in the above-listed correspondence also recommended this procedure. As set out in Paragraph 8 of Page 2 of our February 20, 1969 letter, the City has, in our opinion, established that they have a policy for following the recommendations of the CH_2M report.

We feel that this constitutes justification for your participation in the additional construction costs ($1092.72) of the gravity water main as detailed in Mr. Preston's Memo to the File dated April 9, 1968, a copy of which is attached.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enclosure

FGP:ss

cc: F. B. Klaboe
J. L. Sollis

RECEIVED
APR 8 - 1969
FOR FILING

I-80N-5(22) 204
[illegible]

April 4, 1969

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Contractor's Revised Claim
City of Pendleton Utility Project
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find two copies of Mr. Staebler's March 31, 1969 letter with attendant data covering the above-captioned claim. This additional information justifies the additional claim of $2233.06 over and above that originally requested in our letter of October 14, 1968 and approved in your letter of March 10, 1969. In order to properly evaluate this data it will be necessary to refer to the material submitted with our October 14 letter.

The attached material has been reviewed by this office, and we concur with Mr. Staebler's recommendation for Claims 1 and 2 (Schedules A and B). We also concur with Mr. Staebler's recommendation for Claim No. 6, as set out in his letter of March 31, 1969. Claim numbers 3, 4, and 5 remain unchanged.

Your letter dated March 10, 1969 approved participation in Mr. Galey's claim as follows:

Claim 1 (Schedule A)	None
Claim 2 (Schedule B)	$51.60
Claim 3 (Schedule C)	$747.84
Claim 4 (Restocking Fittings)	$64.89
Claim 5 (Interest on Investment)	None
Total previously authorized	$864.33

We are now requesting your participation as follows:

Claim 1 (Schedule A)	None
Claim 2 (Schedule B)	$1767.76
Claim 3 (Schedule C)	$747.84

Claim 4 (Restocking Fittings)	$64.89
Claim 5 (Interest on Investment)	None
Claim 6 (Temporary Paving -John Day Hwy. and Emigrant Ave.)	$516.90
Total presently requested	$3097.39

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

Enclosure
PGP:ss

cc: F. B. Klaboe
V. L. Gallagher

APR 2 - 1969

FOR

I-80N-5(27)204

7097

R/W
20800

April 2, 1969

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your March 27 request for information concerning Mr. O. Jay Brogoitti's letter to you dated March 24.

Enclosed is a copy of the judgment on the condemnation case State vs. Brogoitti which was issued on November 18, 1968. Please note Paragraph II beginning at line 25 on page 6 and ending at line 13 on page 10, which covers the acquisition of access rights in connection with the right-of-way.

The Highway Commission was requested by Umatilla County to improve the intersection of Rieth Road and US30 near the County shops. This will be accomplished as a Federal-aid Secondary project insofar as possible. I understand the County will hold a public hearing on the project before final plans are developed and all interested parties will have an opportunity to express their opinions as to its feasibility.

We are returning your correspondence as requested. If anything further is needed, please let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

Enc.
cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
A. F. Parson

RLP:ms sr

file copy

[illegible]12 N. [illegible] 10th [illegible]
Pendleton, Oregon 97801

March 24th, 1969

Representative Wendell Wyatt
United States House of Representatives
Washington, D. C. 20515

Dear Representative Wyatt:

In reference to the copy of letter to you from Mr. Forrest Cooper.

Mr. Cooper is not stating the facts as they are regarding the condemnation suit on our land. There was no mention of access rights and frontage road or roads in the suit, simply because we could not get that part in the suit. Therefore, we still have that litigation to finish.

We have a warranty deed to that effect given to us by the Highway department in 1955. I am enclosing a copy of that instrument.

The State Highway has a portion of the old Reith Highway planned to intersect old Highway 30 just east of the County shops. The estimated cost is in excess of $200,000.00 which is not considered good engineering by anyone here in this locality. It is not for the best interest of the City of Pendleton, the County or anyone else concerned. With another 50 or 100 thousand dollars, a complete interchange can be constructed that will serve the whole community.

The County Court has asked that another interchange be instituted but have had no cooperation from the Highway Department.

If you wish a more detailed report on this, I shall be happy to get it for you.

Yours very respectfully,

O Jay Broggitti
OJay Broggitti

RECEIVED
MAR 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

File Copy

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UMATILLA

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, David B. Simpson and Fred W. Hill, Plaintiff,	
vs.	Case No. 9454
O. JAY BROGOITTI and MARJORIE C. BROGOITTI, husband and wife; THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, a New Jersey corporation; FIRST NATIONAL BANK OF OREGON, a national banking association; CITY OF PENDLETON, OREGON, a municipal corporation; and MARKHAM ADVERTISING COMPANY, INC., a Wyoming corporation, Defendants.	JUDGMENT ORDER

The above entitled cause came on regularly for trial on Wednesday, October 23, 1968, before the Honorable Henry M. Kaye, Judge of the above entitled court; plaintiff appearing by and through Robert A. Holland and Donald J. Howe of its attorneys; the defendants O. Jay Brogoitti and Marjorie C. Brogoitti, husband and wife, appearing by and through Gene B. Conklin, their attorney; and the defendant Markham Advertising Company, Inc., appearing by and through Robert W. Collins, of its attorneys; and

It appearing to the Court that an order of default has heretofore been entered against the defendants The Prudential Insurance Company of America, a New Jersey corporation; First National Bank of Oregon, a national banking association; and City of Pendleton, Oregon, a municipal corporation; and

It appearing to the Court and the Court now finds that the real property and interests therein described in paragraphs IV and VI, together with the temporary easement described in paragraph VII and the rights of access described in paragraph V of plaintiff's complaint on file herein are necessary for a public use; and

It appearing to the Court and the Court now finds that the plaintiff, prior to the commencement of this action and pursuant to its resolution, attempted to acquire said real property and interests therein, together with said rights of access, by agreement and purchase but was unable to do so; and

It appearing that the only issue to be tried in this proceeding is the just compensation to be awarded to the defendants for the appropriation of the real property and interests therein, together with the rights of access, as prayed for in the complaint on file herein; and

A jury having been called, examined, duly empaneled and sworn; the parties having made their opening statements; a view of the proposed acquisition having been held in the manner provided by law; the parties having adduced evidence in support of their contentions; arguments of the respective parties having been made to the jury, the jury having been regularly instructed in the law and having retired for deliberations did, on the 29th day of October, 1968, return its verdict, which verdict, omitting the title of the court and cause, is in the words and figures as follows:

> "WE, the Jury, being first duly empaneled and sworn to try the above-entitled cause, find that the just compensation to be awarded to the Defendants is the sum of $65,000.00, with interest thereon at the rate of 6% per annum from the 18th day of October, 1967.
>
> "DATED this 29th day of October, 1968.
>
> /s/ Lewis M. Nelson
> Foreman"

and which said verdict was regularly filed by the clerk of said court; and

It appearing to the Court, from the records and files herein, that on November 22, 1967, plaintiff, pursuant to ORS 366.392 and ORS 366.393, deposited into court the sum of $50,000.00 for the use of the defendants pending adjudication of the within action; and

It appearing to the Court and the Court now finds that plaintiff took physical possession of the property being acquired herein on October 18, 1967; and

It appearing to the Court and, based on a stipulation of the parties, the Court now finds that the defendants are entitled to interest at six percent per annum on the sum of $65,000.00 from October 18, 1967, to and including November 22, 1967, and interest at six percent per annum from November 22, 1967, until paid upon the amount by which said verdict exceeds the amount of said deposit into court, to wit: the sum of $15,000.00; and

It appearing to the Court and the Court now finds, that the amount of the verdict of the jury was less than plaintiff's tender to the defendants prior to the filing of the complaint herein, and that therefore the plaintiff is entitled to recover its costs and disbursements herein; and

It further appearing to the Court, based upon the stipulation of the parties, that the plaintiff, prior to the commencement of this action, entered into an agreement with the defendant Markham Advertising Company wherein plaintiff agreed to pay to the clerk of the court the sum of $915.00 as and for full compensation for all rights that said defendant has in the real property described in the complaint on file herein, and further providing that the defendant Markham Advertising Company, Inc., shall recover no costs, interest or attorney fees in this action; now, therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED by this Court as follows:

I.

That upon payment to the clerk of this court of the balance of the amount of the verdict over and above the $50,000.00 heretofore deposited, to wit: the sum of $15,000.00, together with interest as aforesaid, and together with the additional sum of $915.00, the real property hereinafter described, together with all rights and easements therein, shall be and become appropriated to the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all liens and encumbrances, except as hereinafter set forth. Said real property so appropriated is described as follows:

Parcel No. 1

A parcel of land lying in the Southeast quarter Southeast quarter (SE-1/4 SE-1/4) of Section 1, Township 2 North, Range 31 East, and in the Southwest quarter (SW-1/4) of Section 6, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land 270 feet in width, lying on the Southerly side of the center line of the Westbound lane of the Old Oregon Trail Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "WB" 1115+00, said station being 972.02 feet South and 189.60 feet West of the West quarter corner of said Section 1; thence South 66° 07' 49" East, 1409.29 feet; thence on a spiral curve left (the long chord of which bears South 66° 47' 49" East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 88° 12' 48.5" East) 4731.25 feet; thence on a spiral curve left (the long chord of which bears North 63" 13' 26" East) 400 feet to Engineer's center line Station "WB" 1184+40.54, and at which station the Easterly line of said strip of land lies at right angles to said center line.

EXCEPT therefrom that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 149, Page 391 and in Book 226, Page 305 of Umatilla County Records of Deeds.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 5.2 acres, more or less, outside of the existing right of way.

Parcel No. 2

A parcel of land lying in the South half (S-1/2) of Section 6; the Southwest quarter (SW-1/4) of Section 5 and the North half Northwest quarter (N-1/2 NW-1/4) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon; the said parcel being that portion of said subdivisions lying Southerly of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 226, Page 305 of Umatilla County Deed Records; Northerly of the O.W.R.& N. Co. Railway right of way and included in a strip of land variable in width, lying on each side of the center line of the Old Oregon Trail Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1184+40.54, at which station the Westerly line of said strip of land lies at right angles to said center line, said station being 1434 feet South and 6450 feet East of the West quarter corner of Section 1, Township 2 North, Range 31 East, W. M.; thence North 62° 31' East, 128.69 feet to Engineer's center line Station 1185+69.23 Back equals 1185+68.71 Ahead; thence on a spiral curve right (the long chord of which bears North 63° 31' East) 400 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears North 88° 08' 45" East) 3017.22 feet; thence on a spiral curve right (the long chord of which bears South 67° 13' 30" East) 400 feet to Engineer's center line Station 1223+85.93 Back equals 1223+85.82 Ahead; thence South 66° 13' 30" East, 6614.18 feet to Engineer's center line Station 1290+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
1184+40.54		1185+69.23 Bk.= 1185+68.71 Ah.	205	
1185+69.23 Bk.= 1185+68.71 Ah.		1189+68.71	205 in a straight line to 230	
1189+68.71		1223+85.93 Bk.= 1223+85.82 Ah.	230	
1223+85.93 Bk.= 1223+85.82 Ah.		1230+00	230 taper to 290	
1230+00		1235+00	290 taper to 630	
1235+00		1241+50	630 taper to 410	
1241+50		1243+50	410 taper to 170	
1243+50		1250+00	170 taper to 140	
1250+00		1261+00	140	
1261+00		1262+00	140 taper to 210	
1262+00		1265+50	210	
1184+40.54		1185+69.23 Bk.= 1185+68.71 Ah.		190
1185+69.23 Bk.= 1185+68.71 Ah.		1189+68.71		190 in a straight line to 210
1189+68.71		1205+00		210
1205+00		1206+00		210 in a straight line to 270
1206+00		1219+85.93		270
1219+85.93		1223+85.93 Bk.= 1223+85.82 Ah.		270 in a straight line to 290
1223+85.93 Bk.= 1223+85.82 Ah.		1230+00		290 taper to 325
1230+00		1235+00		325 taper to 370
1235+00		1241+50		370 taper to 480
1241+50		1251+00		480 taper to 715
1251+00		1255+50		715 taper to 830
1255+50		1256+00		340 taper to 270
1256+00		1261+00		270 taper to 200
1261+00		1262+00		200 taper to 175
1262+00		1265+50		175

EXCEPT therefrom the following described tract:

Beginning at the Southeast corner of the Southwest quarter of Section 5, Township 2 North, Range 32 East, Willamette Meridian; said point being identified by an iron pin; thence North 89° 47' 21" West along the South line of said Section 5, a distance of 677.78 feet to an iron pin; thence North 00° 54' 23" West, a distance of 505.25 feet to an iron pin on the Southwesterly right of way of the Old Oregon Trail Highway; thence South 80° 19' 30" East along said Southwesterly right of way, a distance of 669.54 feet to an iron pin; thence North 9° 40' 30" East at right angles to the center line of said highway, a distance of 75.00 feet to an iron pin; thence South 80° 19' 30" East along said Southwesterly right of way, a distance of 5.82 feet to an iron pin and a point on the North-South center line of said Section 5; thence South 00° 54' 23" East along the said North-South center line, a distance of 468.16 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Coordinate System, North Zone.)

The parcel of land to which this description applies contains 56.0 acres, more or less, outside of the existing right of way.

Parcel No. 3

A parcel of land lying in the Northeast quarter Northwest quarter (NE-1/4 NW-1/4) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon, and being a portion of that property designated as Parcel 4 and described in that deed to O. Jay Brogoitti, recorded in Book 250, Page 177 of Umatilla County Record of Deeds; the said parcel being that portion of said property lying Southwesterly of Parcel 2 and included in a strip of land variable in width, lying on each side of the center line of the Echo-Pendleton County Road as said county road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "R" 42+50, said station being 89.76 feet South and 784.19 feet East of the North quarter corner of said Section 8; thence South 76° 53' West, 249.60 feet; thence on a 477.46 foot radius curve left (the long chord of which bears South 64° 05' 30" West) 213.19 feet; thence South 51° 18' West, 19.02 feet; thence on a 1041.74 foot radius curve right (the long chord of which bears South 61° 48' 23" West) 382.05 feet; thence South 72° 18' 46" West, 426.86 feet; thence on a 477.46 foot radius curve left (the long chord of which bears South 61° 24' 53" West) 181.63 feet to Engineer's center line Station "R" 57+22.35 at which station the Southwesterly line of said strip lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
"R"52+00		"R"55+40.72	70	60
"R"55+40.72		"R"57+22.35	70 in a straight line to 40	60

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.6 acre, more or less, outside of the existing right of way.

II.

That there shall be no rights of access of any nature between the real property described as Parcel No. 1 and Parcel No. 2 in paragraph I hereof and all of the real property of the defendants remaining after the appropriation of said property, which said remaining real property of the defendants is situated in Umatilla County, Oregon, and, including the real property described in paragraph I hereof, is described as follows:

All that portion of the following described real property lying South of the right of way of U. S. Highway 30;

The East Half of the East Half of Section 1, Township 2 North, Range 31; The West Half of Section 5 and the South Half of Section 6, in Township 2 North, Range 32; excepting that land conveyed to the State of Oregon by deeds recorded Book 149, Page 391, Book 160, Page 175 and in Book 226, Page 306 of the Deed Records of Umatilla County, Oregon.

Also, excepting that land conveyed to the City of Pendleton by deed recorded in Book 159, Page 522, of the said Deed Records.

Also, excepting that land conveyed to the United States of America by deed recorded in Book 166, Page 443 of the said Deed Records;

Also, excepting the following described land; Beginning at the Southeast corner of the Southwest quarter of Section 5, Township 2 North, Range 32, E. W. M.; said point being identified by an iron pin; thence North 89° 47' 21" West along the South line of said Section 5, a distance of 677.78 feet to an iron pin; thence North 00° 54' 23" West, a distance of 505.25 feet to an iron pin on the Southwesterly right of way of the re-located old Oregon Trail Highway; thence South 80° 19' 30" East along said Southwesterly right of way, a distance of 669.54 feet to an iron pin; thence North 9° 40' 30" east at right angles to the center line of said highway, a distance of 75.00 feet to an iron pin; thence South 80° 19' 30" East along said Southwesterly right of way a distance of 5.82 feet to an iron pin, and a point on the north-south center line of said Section 5; thence South 00° 54' 23" East along the said north-south center line a distance of 468.16 feet to the point of beginning. All being in the Southwest Quarter of Section 5, Township 2 North, Range 32, E. W. M., Umatilla County, Oregon.

All being East of the Willamette Meridian In the County of Umatilla and State of Oregon.

ALSO:

"PARCEL II

The East Half of the Northwest Quarter, and the Northwest Quarter of the Northeast Quarter of Section 7, Township 2 North, Range 32, E.W.M.; and a strip of land 10 rods wide off the East side of the West Half of the Northwest Quarter and off of the East side of the Northwest Quarter of the Southwest Quarter of Section 7, Township 2 North, Range 32 E.W.M.

Excepting therefrom: A portion of Lot 3 of said Section 7, Township and Range aforesaid, lying Southeasterly of the original right of way of the Oregon-Washington Railroad & Navigation Company and particularly described as follows:

Beginning at the Southeast corner of said Lot 3 which said corner is North 0° 29' East 275.3 feet, measured along the East line of Lot 4 of said Section 7 from Engineer's Station 2069+36.6 of the survey of the center line of the main track of the railroad of Oregon-Washington Railroad & Navigation Company where said East line of said Lot 4 intersects said center line; thence North 0° 29' East 99.9 feet along the East line of said Lot 3 to a point where the said East line intersects the Southeasterly limit of said original right of way; thence South 53° 46' West 167.1 feet following said Southeasterly limit to its intersection with the South line of said Lot 3; thence South 89° 34' East along said South line 134 feet to the point of beginning.

Also excepting therefrom: A strip of land 200 feet in width across the East 10 rods of Lot 3 of said Section 7, Township and Range aforesaid, the Southerly limit of which strip of land is the Northerly limit of the tract of land last hereinabove described and being a portion of that certain strip of land or right of way acquired by Oregon Railway & Navigation Company over and across the said Lot 3 under and by virtue of the Act of Congress of March 3, 1875, 100 feet in width on each side of the center line of its railraod being the original main line track.

Also excepting therefrom: A strip of land 25 feet wide off of the East side of the East Half of the Northwest Quarter of said Section 7, the Eastern boundary of said strip being the Eastern boundary of the Northwest Quarter of said Section 7, and a strip of land 25 feet wide, particularly described as commencing at the center of Section 7 aforesaid; thence running West a distance of 22.75 chains; thence running North 25 feet; thence running East 22.75 chains; thence running South 25 feet to the point of beginning; said strips to be used as a roadway.

Also excepting easements to The Pacific Telephone and Telegraph Company recorded in Book 160 at Pages 84 and 441 of the Deed Records of Umatilla County, Oregon.

PARCEL III

The North Half of the Northeast Quarter of Section 12, Township 2 North, Range 31.

Lot 2 of the Northwest Quarter and the North Half of Lot 2 of the Southwest Quarter of Section 7, Township 2 North, Range 32.

Excepting the Easterly 10 rods of lands in Section 7.

Also excepting the following:

Commencing at the center of the West line of Lot 2 of Section 7, Township 2 North, Range 32, which is the Southwest corner of the Northwest Quarter of the Southwest Quarter of said Section 7; running thence North 89° 28' East through the center of said Lot 2, 1474.7 feet to the North line of the O.W.R. & N. Company's Railroad right of way; thence North 53° 38' East 199.3 feet to a point 10 rods Westerly from the East line of said Lot 2; thence North 0° 15½' East parallel with and 10 rods Westerly from the said East line of said Lot 2, 426 feet; thence South 89° 28' West 1636 feet to the West line of said Section 7; thence along said West line of Section 7, South 0° 6' West 542.7 feet to the place of beginning.

PARCEL IV

The Northeast Quarter of the Northeast Quarter of Section 7; and that portion of the Southeast Quarter of the Northeast Quarter of Section 7, and that portion of the Northwest Quarter of Section 8 lying Northerly of the O.W.R.R. & N. Co.'s railway as now located and constructed over said Sections 7 and 8; all in Township 2 North, Range 32.

Excepting therefrom the following:

Beginning at a point South 56° 36' West 1454 feet from the quarter section corner common to Sections 5 and 8, Township 2 North, Range 32; and running thence South 86° 06' West 918.8 feet; thence South 2° 06' East 600 feet to the North right of way line of the Oregon Trail Highway; thence North 61° 36' East 1168 feet along the North line of the said right of way; thence leaving the Highway right of way and running North 26° 44' West 125 feet; thence South 86° 06' West 77.2 feet to the point of beginning.

Also: Excepting lands conveyed to O.W.R.R. & N. Co. by Deed recorded in Book 112, Page 330of the Deed Records of Umatilla County, Oregon.

Also: Excepting the Old Oregon Trail Highway.

PARCEL V

The Southwest Quarter of the Northeast Quarter of Section 7, Township 2 North, Range 32, E.W.M.

Excepting therefrom: Beginning at a stone set at the Southeast corner of the Southwest Quarter of the Northeast Quarter of Section 7, Township 2 North, Range 32 E.W.M.; thence North 0° 31' East along the East line of the said Southwest Quarter of the Northeast Quarter of Section 7, a distance of 250.1 feet to a point on the Southerly line of the right of way of the old main track or the present passing track of the O.W.R. & N. Company; thence along said Southerly right of way line curving to the left with a radius of 1810 feet a distance of 129 feet, the tangent of which curve at point of curve bearing South 63° 19' West; thence continuing along the Southerly right of way line on a tangent to the curve at this point bearing South 59° 15' West a distance of 360.6 feet to the South line of the Northeast Quarter of said Section 7; thence South 89° 36' East along said line a distance of 420.4 feet to the point of beginning.

Also, excepting a strip of land 200 feet in width across the said Southwest Quarter of the Northeast Quarter of Section 7, the Southerly line of which strip is the Northerly line of the first described tract.

Also: Excepting that portion of a roadway 20 feet wide on each side of a line described as commencing at the center of said Section 7, and running thence South 61° 30' East 2.87 chains, which crosses the Southwest Quarter of the Northeast Quarter of said Section 7.

PARCEL VI

The North Half of the Southeast Quarter, and the South Half of the Northeast Quarter of Section 12 in Township 2 North, Range 31, E.W.M.

The above described real property is subject to the limitations of access as set forth in that certain deed dated June 13, 1955, and recorded June 21, 1955, in Book 226, Page 305 of the Deed Records of Umatilla County, Oregon, wherein Marjorie C. Brogoitti and O. Jay Brogoitti, wife and husband; Doris M. Camey Brown and C. W. Bud Brown, wife and husband, were the grantors, and the State of Oregon, by and through its State Highway Commission was the grantee. The said limitations of access are more particularly described as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory easements of access between the right of way of the public way identified as the Old Oregon Trail Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width as stated at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Width	Side of Hwy.	Purpose
1159+55	80 feet	Northerly and Southerly)	(Operation of existing ranching activity on the Grantors' remaining land, only.
1206+20	45 feet	Northerly and Southerly)	
1181+50	25 feet	Northerly)	
1234+03	25 feet	Southerly)	
1248+20	25 feet	Southerly	Unrestricted
1259+80	25 feet	Southerly	Unrestricted

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated; provided, however, that the Grantee may first require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place. The Grantee's rights to close such place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

Grantee has the right to build at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

III.

That upon payment to the clerk of this court of the sums as aforesaid there shall be appropriated to the plaintiff a temporary easement for a public use across the following described real property for the purpose of constructing an approach road from an existing road southerly of Highway Engineer's center line Station 1251+00 to a connection with the Echo-Pendleton County Road southerly of Highway Engineer's center line Station 1259+00. The plaintiff shall not acquire fee simple title to the land to be used for this easement, nor prevent the defendants, their heirs and assigns, from the full use and domain thereover; provided, however, that such use shall not be permitted to interfere with the purpose for which this easement is obtained. This easement shall automatically terminate upon completion of construction of the highway facility, or on March 14, 1969, whichever is the earlier. The real property across which this easement is required is described as follows, to wit:

Parcel No. 4

A parcel of land lying in the Northeast quarter Northwest quarter (NE-1/4 NW-1/4) of Section 8, Township 2 North, Range 32 East, W. M., Umatilla County, Oregon; the said parcel being that portion of said Northeast quarter Northwest quarter lying Southerly of Parcel 2, Northerly of Parcel 3, and included in a strip of land variable in width, lying on each side of the following described center line:

Beginning at Engineer's center line Station "BR" 50+00, said station being 21.53 feet North and 1237.44 feet West of the North quarter corner of said Section 8; thence South 66° 13' 30" East, 592.07 feet; thence on a 347.25 foot radius curve right (the long chord of which bears South 36° 13' 30" East) 363.64 feet; thence South 6° 13' 30" East, 94.25 feet to Engineer's Station "BR" 60+49.96.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly Side of Center Line	Width on Southwesterly Side of Center Line
"BR"50+00		"BR"53+00	40	20
"BR"53+00		"BR"53+50	40	20 taper to 30
"BR"53+50		"BR"55+50	40	30
"BR"55+50		"BR"55+92.07	40	30 taper to 40
"BR"55+92.07		"BR"58+50	40	40
"BR"58+50		"BR"59+55.71	40 in a straight line to 60	40 in a straight line to 60
"BR"59+55.71		"BR"60+49.96	60	60

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.45 acres.

IV.

That there is hereby appropriated to the plaintiff a right of entry to go upon defendants' remaining land described in paragraph II hereof for the purpose of moving, dismantling or otherwise disposing of a certain stock shelter which is located partially upon the defendants' remaining land approximately opposite Highway Engineer's center line Station 1260+80 and northerly of the center line of the widened and relocated Old Oregon Trail Highway.

V.

That the real property described in paragraphs I and III hereof is encumbered by and plaintiff will take said real property subject to the interests of others than the within named defendants in the following encumbrances:

> Easement, including the terms and provisions thereof, granted by W. P. Daniel, et ux, to Pacific Power and Light Company, a corporation, dated April 9, 1921, filed April 14, 1921, recorded in Book 113, Page 155, Deed Records, Umatilla County, Oregon.
>
> Easement, including the terms and provisions thereof, granted by Alex Gammey, et ux, to The Pacific Telephone and Telegraph Company, dated February 8, 1928, recorded July 10, 1928, in Book 135, Page 215, Deed Records, Umatilla County, Oregon.
>
> Easement, including the terms and provisions thereof, granted by Alex Gamey to Pacific Power and Light Company, a corporation, dated November 18, 1933, recorded November 27, 1933, in Book 147, Page 13, Deed Records, Umatilla County, Oregon.
>
> Easement, including the terms and provisions thereof, granted by Alex Gamey to The Pacific Telephone and Telegraph Company, a California corporation. dated June 6, 1940, filed July 9, 1940, and recorded in Book 160, Page 82, Deed Records.
>
> Right of way easement, including the terms and provisions thereof, granted by O. Jay Brogoitti and Marjorie C. Brogoitti, husband and wife, to Pacific Power and Light Company, a corporation, dated June 29, 1962, filed October 19, 1962, and recorded in Book 269, Page 489, Deed Records.
>
> Easement, including the terms and provisions thereof, condemned by the City of Pendleton, in Action entitled "The City of Pendleton vs. O. Jay Brogoitti, et al", No. L-8525, Decree entered April 20, 1964, and recorded in Circuit Court Journal 80, Pages 501 and 502.
>
> Right of way easement, including the terms and provisions thereof, granted by O. Jay Brogoitti and Marjorie C. Brogoitti, husband and wife, to Pacific Power and Light Company, a corporation, dated April 28, 1966, recorded May 6, 1966, in Book 284, Page 418, Deed Records, Umatilla County, Oregon.

VI.

That as a part of the construction project the plaintiff, at its sole cost, will construct a fence within the boundaries of the right of way of the said widened and relocated Old Oregon Trail Highway where the same abuts the defendants' remaining land, and will maintain the same so long as any portion of the real property described in paragraph I hereof being acquired herein is used for state highway right of way purposes.

VII.

That plaintiff shall recover of and from the defendant the sum of $__________________ as and for its costs and disbursements incurred herein.

Dated this ______ day of ________________________, 1968.

____
Circuit Judge

RECEIVED
APR 2 - 1969

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2325 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

7097

MARCH 27, 1969

File Ref. D 323 - 1 - 68

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 2 1969
CONSTRUCTION
DIVISION

NOTED
...TWRIGHT

Dear Sir:

Rieth Highway & UPRR Overcrossing, Bridge Nos.
9520 & 9520A - Pendleton Section, Old Oregon
Trail Highway, Umatilla County - Proj. No.
I-80N-5(29)204 ----------- Contract No. 7097

This is to acknowledge your letter of March 25 concerning track clearances provided by columns installed adjacent to our tracks at Railroad Milepost 212.97 under the captioned highway overcrossing project.

As requested in your letter, we will furnish as soon as practical an estimate of cost and sketch covering installation of inner-track guardrail in our main track and realignment of our northerly side track to provide the 23-foot clearance agreed upon.

We would like to take this opportunity to let you know that it is the desire of our Company to be reasonable in dealings with the State on highway project matters and to avoid unnecessary expense to taxpayers; nevertheless it is essential that our Company's interest be protected. As you are aware, Railroads along with Highways perform a valuable public service. In light of this it will be appreciated if the Highway Department takes steps to insure that incidents of this nature do not re-occur.

Very truly yours,

cc: Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE SIMPSON
TOM EDWARDS
FB KLABOE
AF PARSON
HN VAN CLEAVE
HM FILLMORE

NOTED
TOM EDWARDS

RECEIVED
APR 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

APR 2 - 1969

FOR FIL

I-80N-5(27)-1

36-10

MAR 26 1969

Senator Mark O. Hatfield
United States Senate
Washington, D. C. 20510

Dear Senator Hatfield:

This is in response to your March 3, 1969, communication concerning Mr. G. Jay Bragoitti's February 18, 1969, letter requesting direct access to the Interstate Highway 80N Interchange near West Pendleton, Oregon.

This section of the old Oregon Trail Highway which is now part of Interstate 80N required the acquisition of 63.25 acres of land from Mr. Bragoitti. Because the Interstate System requires control of access it was necessary to acquire all deeded access rights Mr. Bragoitti owned to the then existing Highway 30.

Negotiations failed with Mr. Bragoitti and the State of Oregon filed a condemnation suit in Umatilla County for the taking of the needed acreage and access rights.

At the condemnation trial Mr. Bragoitti testified that the value of the taking was $300,393. In addition, he had two witnesses that testified to $166,850 and $213,973 respectively. The State's range of testimony was $43,247 to $73,175. The jury award was $61,500. The property owner then filed an appeal but waived his appeal when the State agreed to absorb certain court costs.

Mr. Bragoitti's letter is correct in stating the property had deeded access to existing Highway 30. However, the State has acquired that access through legal action and has received a final verdict in accordance with State law.

The Oregon State Highway Department reported the design of the West Pendleton Interchange was studied and restudied over a long period of time and discussed with city and county officials on numerous occasions with the final decision being that the directional type interchange (now being constructed) was in the best public interest.

As we are sure you can appreciate, there are limitations upon the actions the Federal Government may take in local State matters particularly in cases adjudicated by the courts. Under the circumstances there appears no action that this agency may properly take.

In response to Mr. Brogoitti's letters to President Nixon and Senator Packwood, we have replied substantially as above.

We appreciate this opportunity to serve you. If further information is desired, please contact this office.

Your enclosure is returned herewith, copies having been made for our files.

Sincerely yours,

For the Director

J. A. Swanson

J. A. Swanson
Associate Director for
Right-of-Way and Location

Enclosure

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

O. Jay Brogoitti
112 N. W. Tenth
Pendleton, Oregon 97801

February 18, 1969

President Richard M. Nixon
The White House
Washington D.C.

Dear President Nixon:

I am writing to you concerning our property, west of Pendleton, which the Oregon State Highway Commission has condemned for Interstate 80N.

In 1955, we were given a recorded, deeded access to the present and any future main highway. In 1966, we were officially told of the proposed Interstate 80N, with no access to our land as promised. To this date, the State of Oregon will not honor this deeded access. Sixty-four acres were required for the freeway and 35 acres of this was prime commercial and industrial property. For several years, plans have been in the making to develop this property; but due to the fact that there is no access from the interchange, which is located on the taking adjacent to the remaining property, these development plans cannot be carried out.

An access was originally planned to our remaining property but was subsequently taken away from us by the Oregon State Highway Department. Both the City of Pendleton and the Umatilla County Court have requested an access to this property. Furthermore, more than 800 area people have signed petitions asking for a proper access. Incidentally, our property is located adjacent to the city limits of Pendleton and has water and sewer facilities on it. The situation of not having a proper access to our land puts a financial burden on us that we cannot survive unless this situation is corrected.

I believe that we have a Constitutional and legal right to an access to our property from 80N in accordance with our recorded deed from the Oregon State Highway Department. I strongly suggest that the Bureau of Public Roads intercede to carry out this right.

Finally, I respectfully submit that this not only jeopardizes our property development, but also the industrial development below our land. But most important of all, I cannot understand how a state government can repudiate a recorded, legal document that it was a party to.

Other pertinent material on this matter is available at your request.

Yours very respectfully,

OJay Brogoitti

O. Jay Brogoitti

04902
FEB 21 1969

CC: United States Senators Mark Hatfield and Robert Packwood;
United States Representatives Al Ullman and Wendall Wyatt;
Oregon State Representatives Irvin Mann and Stafford Hansell
Oregon State Senator Raphael Raymond

RECEIVED
MAR 31 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 25, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Rudy R. Enbysk

Re: Betterment on 12-Inch Water Line
in Hailey Avenue
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Gentlemen:

The State and the Bureau of Public Roads have reviewed the additional information you submitted in your letter dated October 8, 1968 and at the City-State-BPR Meeting of January 10, 1969. On the basis of this additional information, your proposed allocation of costs for the Hailey Avenue Water Main Relocation, as detailed in Mr. Preston's Memo to the Files, dated April 9, 1968, is approved. Therefore, our final billing for this project will reflect a credit to the City of $6,206.20 as set out in our letter to you dated April 12, 1968.

The Bureau of Public Roads has asked the State for additional information concerning the credit of $1,092.72 you requested on the 30-inch water main. You will be advised at a later date concerning this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
C. H. Maison

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 25, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Column Clearances
Rieth Highway and UPRR Overcrossing
Bridge Nos. 9520 and 9520A
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (29) 204
Contract No. 7097
YOUR FILE: D 323-1-68

Gentlemen:

On March 10, 1969 it was discovered that the horizontal clearances to the columns of the structures at the above captioned location were less than the 23 feet and 18 feet agreed upon between the Railroad and the State.

We have examined the situation in detail and have determined that the clearance at the northerly most column of Bent 4 of the westbound structure is 17.54 feet instead of the prescribed 18 feet. This is to confirm recent telephone conversations between our representatives wherein it was agreed that the State would reimburse the Railroad for the actual cost of installing inner guard rail for a distance of approximately 150 feet through this area as required by your regulations when a column is within 18 feet from centerline of main line track.

It has also been determined that the southerly most column of Bent 3 of the westbound structure is 21.76 feet from the centerline of your spur track instead of the 23 feet as set forth in the agreement. The clearance to the southerly most column of Bent 3 of the eastbound structure is 22.92 feet from the centerline of this spur track. The State will agree to reimburse the Railroad for the actual cost of realigning that portion of the existing spur track beneath the structures so that there will be provided the 23 foot clearance as required by the Railroad-State Agreement.

You will be reimbursed for this work in accordance with PPM 30-3 and all supplements thereto. Before you proceed please send us an estimate of cost and sketch showing this guard rail and realignment work.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss

cc: R. E. Simpson
Tom Edwards
F. B. Klaboe
I. D. Merchant
A. F. Parson
H. N. VanCleave
H. M. Fillmore

NOTED
TOM EDWARDS

RECEIVED
MAR 17 1969

FOR FILES

I-80N-5(27)204
7077

Salem, Oregon
March 14, 1969

F. B. Klaboe
Assistant State Highway Engineer
OFFICE

For what it may be worth, Charles McInroe gave me the following schedule for completion of the Pendleton Section of I-80N in Umatilla County:

(1) Grading to be completed on March 25.

(2) A major part of the surfacing to be completed by April 1.

(3) Placing black bases and AC paving to start between April 7 and 15;

(4) Concrete paving to start on July 1, scheduled for completion by August 1.

(5) The entire project to be completed by September 1.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

3-18-69
Referred to
Morgan
K

MAR 17 1969

I-80N-5(37)204
[illegible]

March 14, 1969

Mr. Charles McInroe
Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Dear Mr. McInroe:

I talked to R. M. Brown, Chief Engineer of the Union Pacific Railway at Omaha, Nebraska about 11 a.m. this date concerning bridge construction on I-80N at Pendleton.

I explained to him that we had one column of the westbound crossing of their tracks constructed 17' 6" from the track instead of 18' 0" as shown on the sketch of agreement which the railroad had approved.

Mr. Brown very kindly consented to disregard this infraction and said he would so inform Mr. Haacke on this date.

Based on this commitment, you are free to proceed with construction of the westbound bridge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
A. F. Parson

RECEIVED
MAR 14 1969
FORM E-30 (12-67)
FOR FILING

[illegible]
7097

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 13, 1969

To: **MEMO TO THE FILES**

SUBJECT: **Revision of Sign Posts to Breakaway Type**
Pendleton Section
Old Oregon Trail Highway
Contract No. 7097

On last weeks inspection trip to Eastern Oregon, the revision to breakaway sign posts on the Pendleton Section was discussed.

Prices for this work, some $28,000, as submitted by Rogers Construction Company appeared to be satisfactory. This was discussed with Dick Nichols, Area Engineer, Bureau of Public Roads and he states they will give their approval.

A Price Agreement will soon be submitted by Resident Engineer Hiatt to take care of this matter.

John H. Walker
John H. Walker
Field Construction Engineer

JHW:fw

cc: F. B. Klaboe
A. F. Parson
C. D. Hiatt

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1969
FOR FILING

I-80N-5(9) [illegible]
7697

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1969

SUBJECT: **Curbs and AC Sidewalks**
Pendleton Section

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

Attached is a preliminary copy of curb and A. C. sidewalks on the "E" Line Station 173 - 190 Right that has been approved. One copy is also being sent to C. D. Hiatt.

Sheet 2C shows typical section in upper right hand corner. The guard rail to be used only where needed. Sheets 12A and 12B show the approved locations along this "E" Line.

You will note that the City's request for curbs and sidewalks on the "K" Line and "GF" Lines has been crossed out as they were not approved.

A Price Agreement relating to this work should be submitted at an early date.

F. D. Morgan
Construction Engineer

By John H. Walker
J. H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc F. B. Klaboe
C. D. Hiatt - w/attach.

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1969

Memorandum

FOR FILING

I-80N-5(22)204 Pendleton
1517

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 10, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G L Greer

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Adjustment: Hailey Avenue

We have reviewed Mr. Litchfield's February 20 letter and the evidence presented at the City-State-BPR meeting of January 10 concerning Hailey Avenue relocation. On the basis of this information we are reversing our previous denial, and hereby approve the requested payment of $6206 as being appropriate under the specific circumstances. Our action has received Region concurrence.

Resolution of the 30-inch gravity water main will be dependent upon your establishment of the State's obligation.

3-12-69

REFERRED TO
Morgan - Young - Mason
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 10, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section, Old Oregon Trail Highway
Contractor's Claims

Reference is made to Mr. F. D. Morgan's October 14, 1969 letter concerning the above subject.

Mr. Morgan's letter recommended that the contractor be paid the following additional sums.

Schedule B	$ 51.60
Schedule C	747.84
Restocking Fittings	64.89
Total	$864.33

NOTED
F. B. KLABOE

Federal participation in the above amount is approved.

In reviewing the supporting data it was noted that the contractor had claimed $1,660.32 for performing unanticipated work in locating and connecting to a 16-inch waterline in the Pendleton - John Day Highway. He apparently was paid in accordance with the contract unit prices but claimed that the work was not representative of the work listed under the contract. Although your personnel did not recommend additional payment except for asphaltic concrete, there may have been additional costs. If you later decide that he was entitled to additional compensation and can justify it we would be glad to review it for Federal participation.

Concerning the asphaltic concrete your personnel recommended the contractor be reimbursed the difference between the contractor's cost and the amount paid under the bid item, i.e., $200.10 - $148.50 = $51.60. This does not appear to allow for a fair profit on this item. If you wish to include a reasonable sum for profit there would be no difficulty in obtaining Federal participation.

3-13-69
REFERRED TO
Morgan
By Asst. State Hwy. Engr.

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
MAR 10 1969
FOR FILING

I-80N-5([illegible])364
7097

AIRMAIL March 7, 1969

2756

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your February 24 request for information concerning Mr. O. Jay Brogoitti's letter of February 18 to President Nixon.

The Pendleton Section of the Old Oregon Trail Highway, which is a segment of Interstate 80N, required the acquisition of over 60 acres of Mr. Brogoitti's property. Because the Interstate System is all constructed to freeway standards, it was necessary to acquire, in addition to the acreage, any access rights that Mr. Brogoitti's land might have. The acquisition involved a condemnation proceeding in Umatilla County, with judgment being entered on November 18, 1968. I understand that Mr. Brogoitti was represented by competent legal counsel and that the value testimony contained damages to the remainder because of the access restriction. I am sure that the trial was properly conducted and that the jury was apprised of all facts.

The Brogoitti right-of-way acquisition was fraught with strong differences of opinion which, among other things, involved the type of design of the West Pendleton Interchange. This matter was studied and restudied over a long period of time and discussed with City and County officials on numerous occasions, with the decision finally being that the directional type interchange, which would involve free-flowing traffic from the Interstate into Pendleton, was in the best public interest.

Mr. Brogoitti has pressed for a stop-and-go type Pendleton ramp as it would enhance the value of his property.

Construction has proceeded to a point where it would be impractical and costly to further discuss the matter of change at this time.

If further or more detailed information is desired, please let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
A. F. Parson

RLP:ms FC:fn

copy to R. E. Simpson w/enc.
3-10-69

O. Jay Brogoitti
112 N. W. Tenth
Pendleton, Oregon 97801

8479

February 18, 1969

President Richard M. Nixon
The White House
Washington D.C.

Dear President Nixon:

I am writing to you concerning our property, west of Pendleton, which the Oregon State Highway Commission has condemned for Interstate 80N.

In 1955, we were given a recorded, deeded access to the present and any future main highway. In 1966, we were officially told of the proposed Interstate 80N, with no access to our land as promised. To this date, the State of Oregon will not honor this deeded access. Sixty-four acres were required for the freeway and 35 acres of this was prime commercial and industrial property. For several years, plans have been in the making to develop this property; but due to the fact that there is no access from the interchange, which is located on the taking adjacent to the remaining property, these development plans cannot be carried out.

An access was originally planned to our remaining property but was subsequently taken away from us by the Oregon State Highway Department. Both the City of Pendleton and the Umatilla County Court have requested an access to this property. Furthermore, more than 800 area people have signed petitions asking for a proper access. Incidentally, our property is located adjacent to the city limits of Pendleton and has water and sewer facilities on it. The situation of not having a proper access to our land puts a financial burden on us that we cannot survive unless this situation is corrected.

I believe that we have a Constitutional and legal right to an access to our property from 80N in accordance with our recorded deed from the Oregon State Highway Department. I strongly suggest that the Bureau of Public Roads intercede to carry out this right.

Finally, I respectfully submit that this not only jeapordizes our property development, but also the industrial development below our land. But most important of all, I cannot understand how a state government can repudiate a recorded, legal document that it was a party to.

Other pertinent material on this matter is available at your request.

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very respectfully,

O Jay Brogoitti

O. Jay Brogoitti

[illegible]

CC: United States Senators Mark Hatfield and Robert Packwood;
United States Representatives Al Ullman and Wendall Wyatt;
Oregon State Representatives Irvin Mann and Stafford Hansell
Oregon State Senator Raphael Raymond

MAR 5 1969

32-12

Honorable Robert F. Packwood
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

Your communication of February 24 transmitted a copy of a letter dated February 18 from Mr. O. Jay Brogoitti to President Nixon relative to the access he desires to Interstate Route 80N west of Pendleton, Oregon. In order to be fully informed on the matter, we are requesting a report from our field office in Oregon. As soon as the report is received concerning Mr. Brogoitti's request, we will communicate with you.

NOTED
F. B. KLABOE

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 5 1969

32-12

Mr. O. Jay Brogoitti
112 N. W. Tenth
Pendleton, Oregon 97801

Dear Mr. Brogoitti:

President Nixon has asked us to reply to your letter of February 18 relative to the access you desire to your property west of Pendleton, as we administer the Federal-aid highway program for him.

Where Federal funds are involved, we work very closely through our field office with the State highway departments to minimize inconvenience to local interests consistent with overall objectives of providing highways which will safely and efficiently accommodate the ever increasing volume of traffic.

To be properly informed as to the access you desire to Interstate 80N, we are forwarding your letter to our division engineer in Oregon with a request that he furnish a report on the matter. As soon as this information is received, we will be glad to write you further.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

O. Jay Brogoitti
112 N. W. Tenth
Pendleton, Oregon 97801

RECD FEB 21 1969

February 18, 1969

President Richard M. Nixon
The White House
Washington D.C.

Dear President Nixon:

I am writing to you concerning our property, west of Pendleton, which the Oregon State Highway Commission has condemned for Interstate 80N.

In 1955, we were given a recorded, deeded access to the present and any future main highway. In 1966, we were officially told of the proposed Interstate 80N, with no access to our land as promised. To this date, the State of Oregon will not honor this deeded access. Sixty-four acres were required for the freeway and 35 acres of this was prime commercial and industrial property. For several years, plans have been in the making to develop this property; but due to the fact that there is no access from the interchange, which is located on the taking adjacent to the remaining property, these development plans cannot be carried out.

An access was originally planned to our remaining property but was subsequently taken away from us by the Oregon State Highway Department. Both the City of Pendleton and the Umatilla County Court have requested an access to this property. Furthermore, more than 800 area people have signed petitions asking for a proper access. Incidentally, our property is located adjacent to the city limits of Pendleton and has water and sewer facilities on it. The situation of not having a proper access to our land puts a financial burden on us that we cannot survive unless this situation is corrected.

I believe that we have a Constitutional and legal right to an access to our property from 80N in accordance with our recorded deed from the Oregon State Highway Department. I strongly suggest that the Bureau of Public Roads intercede to carry out this right.

Finally, I respectfully submit that this not only jeapordizes our property development, but also the industrial development below our land. But most important of all, I cannot understand how a state government can repudiate a recorded, legal document that it was a party to.

Other pertinent material on this matter is available at your request.

Yours very respectfully,

04706

OJay Brogoitti

O. Jay Brogoitti

CC: United States Senators Mark Hatfield and Robert Packwood;
United States Representatives Al Ullman and Wendall Wyatt;
Oregon State Representatives Irvin Mann and Stafford Hansell

RECEIVED
FEB 6 - 1969

FOR FILING

I [illegible]

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1969

To: Mr. Floyd Query
Secretary

SUBJECT: Report of Cases Tried dated
November 8, 1968

State of Oregon vs.
O. Jay Brogoitti, et al.
Case No. 9454
L-5558 R-39144
Pendleton Section
Old Oregon Trail Highway

The above mentioned "Report of Cases" does not accurately reflect the verdict in the case of State v. O. Jay Brogoitti (L-5558). It is no doubt the result of a special method of handling the case. The situation is this -- the verdict in the case should be increased in the sum of $915. This results from the fact that a settlement was reached with Markham Advertising Company during the course of trial and their interest was acquired for the stipulated amount of $915. The written stipulation was filed in the court records and as it provided, it became a part of the verdict to be added on to the verdict.

The particular settlement for the purchase of sign boards was not to carry any interest, costs or attorney fees assessable against the plaintiff. The verdict itself in the main part of the case where the land was acquired was not subject to this provision and had been handled separately.

I am attaching a copy of the judgment order which was signed and filed in the case. On page 3, line 5, of the judgment order there is set forth the general provisions of this stipulation. Thereafter, on line 18 of page 3, the sum of $915 is added to the verdict of the jury pursuant to the stipulation.

I apologize for not having noticed the error in the "Report of Cases Tried". I hope that it can be corrected.

Robert Holland
ROBERT A. HOLLAND
Staff Attorney

RAH:jc
att.

2-5-69
Nov. 12, 1968
Minutes (book copies)
corrected
to $65,915
fw

NOTED
FLOYD QUERY

RECEIV
JAN 14 196

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

January 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Detour Illumination
West Pendleton Interchange
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (29) 204
Contract No. 7097

Dear Sir:

Attached is an estimate of cost and sketch, prepared by Pacific Power and Light Company to furnish, install and remove an illumination system at the existing Highway 30 detour at West Pendleton Interchange. This system is to be installed between Stations LE 1235 and existing Highway Station 1257 as shown on the attached sketch.

In a telephone conversation between our Jess Jones and PP&L's Jack Miller, it was agreed that material and labor costs would be furnished on a lump sum basis as per above mentioned estimate, and the electrical power would be furnished at a flat rate of $88.50 per month for the 15-21,000 Lumen Mercury Vapor Street Lights. The total estimated cost including power is $4,552, assuming the lights would be in service for 10 months.

This matter was discussed with your Mr. Nichols on December 9, 1968, and we received advance authorization to proceed with the work as of that date.

Your formal approval is requested as follows:

1) Lump sum $3667.05 for installation and removal of the illumination system.
2) Flat rate of $88.50 per month for electrical service for 15-21,000 Lumen Mercury Vapor Street Lights. (It is estimated that service will be required for 10 months.)

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: F. B. Klaboe
V. L. Gallagher (2)

Enclosure

RECEIVED
DEC 27 1968

FOR

I-CN-5(2)

7

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 24 , 1968

SUBJECT:

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER
Your information

To: MEMO TO THE FILES

This is a report of an accident on the Pendleton Section of the Old Oregon Trail Highway which occurred at 11 :40 P.M. December 21, 1968. This accident occurred westerly of the city of Pendleton near the top of what is known as Reith Hill.

At this location, the highway from Pendleton westerly divides from a three lane section to a four-lane divided highway. The signing at this section was according to Standard Drawing No. S-13 and, in addition to this signing, portable guard rail had been installed and this carried standard lighting of steady lights at 20-foot intervals.

The accident was a single car one which involved a 1959 Ford Thunderbird, license No. 3Q-9952 driving by a Mr. Harvey Lee Caseywho had previously been a local radio announcer in the city of Pendleton. The car was enroute west on Highway 30 and first hit the illuminated "Keep Right" sign which also had an amber flasher. The sign was mounted in a barrel. The car pushed the barrel aside, then proceeded ahead directly into the guard rail barricade. The rail penetrated through the windshield of the car and out the back window. Some 87-1/2 feet of this rail was involved prior to its tearing off and separating from the remainder of the rail. The car, with this 87-1/2 feet of rail attached, then proceeded in a northerly direction another 130 feet more or less before coming to a stop.

The operator suffered serious heady injuries and an arm injury and was taken to Community Hospital in Pendleton and later transported by ambulance to Portland. A Mr. Joe Brogotti of LaGrande, Oregon, reported the accident to the State Police.

Shortly after the accident, Bill Ferguson, Resident Engineer, Mr. Jim Henry, Rogers Construction Company Superintendent, and two Oregon State Highway Department Maintenance personnel, one of which was Joe Winslow, and

NOTED
FORREST COOPER

the other of which we don't have his name at the present time, all went to the scene of the accident having been notified by the State Police.

All lights except the yellow blinker on the sign were out. The previously mentioned 87-1/2 feet of barricade was missing. This group of personnel restored lights and put portable barricade in the place of the missing rail.

A complete report will be immediately submitted by Dale Hiatt, Resident Engineer, which will include sketches, signs, distances, and detailed information concerning this accident.

This information was telephoned to me by Mr. Bill Ferguson about 11 A.M. this morning.

John H Walker

John H. Walker
Field Construction Engineer

JHW:fw

cc: R. L. Porter
F. B. Klaboe
Jack Sollis (2)

RECEIVED
DEC 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 3 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(22)204

7097

DATE: December 17, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Green

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
SW. Hailey Avenue Adjustment: City of Pendleton

We have again reviewed the City's request for our participation in the 12-inch to 24-inch waterline betterment on Hailey submitted by Mr. Preston's October 29 and November 25 letters. Again we must hold to our April 18 denial of this cost.

Apparently the City in their October 8 letter is not fully aware of the concept of utility relocation. Quoting from paragraph 2k of PPM 30-4 "Relocation shall mean the adjustment of utility facilities required by the highway project...it shall also mean constructing a replacement facility functionally equal to the existing facility...." The SW. Hailey relocation has accomplished a replacement facility with equal functional qualities.

The fact the City wished to increase the size of this waterline to 24-inch has no bearing on functional replacement, rather it is defined as betterment. Betterment under Paragraph 2o "...shall mean and include any upgrading to the facility being relocated made solely for the benefit of and at the election of the utility...." Obviously we cannot participate in any betterment.

The City raises the question concerning Paragraph 3d with regard to advance installation of utilities. As you know Section 123, Title 23, USC, provides for a participation in relocation of existing utilities. Paragraph 3d permits an enlargement of this procedure to include cases where the physical installation of utility facilities on or across the proposed highway is underway or will be underway prior to the time the right of way is acquired. The data furnished by the City shows they have accomplished some work; however, we can see no evidence of updating of the SW. Hailey waterline prior to the current adjustment.

(more)

orig to Morgan
12-23-68

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We seriously question the statement of the last paragraph of Mr. Preston's October 29 letter, wherein you indicate the City could require you to participate in the betterment. Even if this is the case we doubt if Federal-aid funds could similarly participate.

Therefore, we continue to deny participation in this request.

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DEC 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1968
FOR FILING

I 80N-5(29)204

7077

FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 16, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Adjustment

Expired Service Life credit for the 22-inch water line relocation as set out in Mr. Preston's March 11, 1968 letter is hereby waived. The documentation accompanying Mr. Preston's letter is adequate to support a negative finding under Paragraph 9(b) of PPM 30-4.

We regret our inadvertently mislaying your request.

12-18

cc: Young
Litchfield

RECEIVED
DEC 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-5(29)204 STATE COPY

Form A-108—5M 7097

G-1P

Contingent upon modification of project agreement if additional funds are required.
NOV 18 1968 by
Title Dist. Engineer
U.S. Bureau of Public Roads

STATE FORCES NOT INVOLVED

RECEIVED
MAR 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Pendleton

Date December 4, 1968

Highway Old Oregon Trail

Contract No. 7097

F. A. Project No. I-80N-5(29)204

County Umatilla

Prefix 630-1098

Account No. 277-07

Description of Work To Be Done:

Furnish, install and remove illumination system.

Pay rental on system while in use.

NOTED
F. B. KLABOE

Location by Station Numbers:

Sta. LE 1235+00 to Existing Hwy. Sta. 1257+00.

Estimate of Quantities and Costs:

Furnish, install & remove installation	$3,667.00
Rent system at $88.50/month for 10 months	885.00
	$4,552.00

Explanation: Materials & labor to be furnished by Pacific Power and Light Company. Installation to be removed when use of detour is no longer required. Work has not started 12/4/68.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $4,552.00 for work under this order	$9,808,662.65
Expected under-run / over-run (amount)	$ --
Expected under-run / over-run (per cent)	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Ass't Division Engineer

Approved: /s/ F. D. Morgan 3-6-69
Construction Engineer

This order does not constitute authority for expenditure until approved by the [illegible] Highway E[illegible]

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NOV 21 1968
FOR FILING

I-80N-5(22)204

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Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 14, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Mochring

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Pretreatment Plant

Mr. Chatwood's November 7 letter and attachments is accepted. Our participation in the amount not to exceed the review appraisal is approved.

Orig to Mochring 11-19-68
copy to Morgan 11-21-68

NOTED
F. B. KLABO

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 4 - 1968

I-80N-5(22)204

7099

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 30, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
Wallulis and Staebler Consultants

Approval is given to increase the maximum cost of inspection under this Consultant Agreement by $1233 as requested by Mr. Litchfield's September 16 letter.

This action increases the total fee schedule from $94,783.42 to $96,016.42. Our April 16 memorandum approved the last increase in this agreement.

11-4-68
Young
Morgan
Mason

NOTED
F. B. KLABOE

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NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 30 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-5(22)

October 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Betterment on 12-inch Water Line
in Hailey Avenue
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Reference is made to your letter dated August 1, 1968 and our letter dated August 7, 1968 (a copy of which is attached) concerning betterment on the subject water main.

Herewith you will find two copies of Mr. Kraus' letter dated October 8, 1968. You have in your files copies of Pages 49, 50, 51 and 52 from CH_2M's 1963 report. Should you consider it advantageous, we can obtain a copy of the complete report from CH_2M.

Since the City has expended funds in conformance with this report, and, under their existing rights, could require the State to construct the 24-inch water line in Hailey Avenue (a much more costly route), we request your participation in the additional cost ($6,206.20) in this relocation as detailed in Mr. Sollis' letter dated April 2, 1968.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw:ss
cc: F. B. Klaboe ✓
G. E. Rohde - Attn: Sollis
V. L. Gallagher

Enclosure

RECEIVED
OCT 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

RECEIVED
NOV 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

5(29)204

G-1P

OREGON STATE HIGHWAY DEPARTME

Contingent upon [illegible] of
project agreement if additional
funds are required.
NOV 5 1968
Date
Dist. Engineer
Title
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Pendleton
Date: October 28, 1968
Highway: Old Oregon Trail
Contract No.: 7097
County: Umatilla
Prefix: 630-1098
Contractor: Rogers Construction, Inc.
F. A. Project No.: I-80N-5(29)204
Address: P.O. Box 16537, Portland, Oregon 97216
Order No.: 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove extra width asphalt concrete shoulder and reshape surfacing aggregate in affected area.

Location by station numbers:

1125 - 1240

Estimate of quantities and cost:

Equipment	$1,500.00
Labor	600.00
Contractor's %	345.00
Total	$2,445.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Removal work required to obliterate extra width asphalt concrete shoulder placed under project Price Agreement #13.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $2,445.00 for work under this order	$9,808,662.65
Expected under-run / over-run amount	$--
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer
By ~~XXXXXX~~

Approval Recommended: /s/ Alfred Shirley, Jr.
Division Engineer

Approved: /s/ F. D. Morgan 11-27-68

RECEIVED
OCT 28 1968

FOR FILING
I-80N-5(22)204
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 23, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Pretreatment Plant

We have reviewed the information included in Mr. Moehring's September 25, 1968 appeal to our August 30, 1968 letter concerning this plant. We offer the following comments for your consideration:

1. We do not believe the trunk line sewer from the pretreatment plant to the cannery should be included in either report as it was adjusted in connection with the roadway construction as a reimbursable cost.

2. Considerable study was devoted to the table accompanying Carl Green's September 12, 1968 letter. The 1967 Net Value figures in the new chart do not agree with those in the original chart even when the changes in replacement cost are included. We believe the only appropriate change in the original chart, other than for increases in price index, should have been the reduction of the trickling filter repair cost by $22,430.

3. Your adjustment of the two reports to represent increased replacement costs as of May 1968 caused by inflation is appropriate. However we believe the application of the inflation percentage should be to the replacement cost prior to adjusting for depreciation. We also believe it would be appropriate to inflate the repair costs by an equal percentage. Furthermore the anticipated service life remaining for the Clark & Groff report should be reduced by one year (the additional ½ year for this report and the ½ year for the Green report were ignored in our review).

orig. to Moehring 10-25-68

copy to Young 10-28-68

Applying the above to the two reports we find the Clark and Groff report shows a value of approximately $125,800 and the Green report a value of approximately $135,500.

The revised information should be furnished your appraisers for consideration prior to your review.

NOTED
F. B. KLABOE

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS

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OCT 25 1968
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Contractor's Claims
City of Pendleton Utility Project
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find two (2) copies each of the following correspondence pertaining to the above-captioned claims:

(1) Galey Construction Company's letters to Mr. Staebler dated 3/19/68, 4/5/68 and 7/1/68.

(2) Mr. Staebler's letter to City of Pendleton dated 9/10/68.

(3) Mr. Fillmore's letter to the writer dated 9/25/68.

The correspondence listed above has been reviewed by this office and we recommend the following disposition:

(1) SCHEDULE A - Claim is not valid as detailed by Messrs. Fillmore and Staebler.

(2) SCHEDULE B - Payment to contractor (via City of Pendleton) and additional $51.60 as set out on Page 2 of Mr. Fillmore's September 24, 1968 letter.

(3) SCHEDULE C - Water Line Crossing at Station 1504 and 1541. Payment to Contractor of an additional $747.84 as requested on Page 2 of the contractor's April 5, 1968 letter, and justified by Messrs. Fillmore and Staebler in their respective correspondence listed above.

NOTED
F. B. KLABOE

(4) RESTOCKING FITTINGS (Schedule B)

Payment of an additional $64.89 as recommended by Mr. Staebler (Page 3 of his September 10, 1968 letter).

(5) INTEREST ON INVESTMENTS

Our records indicate that $12,385.61 in excess of the normal 10% was inadvertently withheld from Galey Construction Company from February 23 to April 9, 1968; however, on April 9, we paid $70,000 which reduced our retained percentage to less than 5%. It has remained less than 5% up to the present time. Throughout the life of the contract the State has averaged less than the 10% retainage specified on Page G-14 of the contract specifications; therefore, this claim, in our opinion, is invalid. We are also aware that interest charges are not allowed under PPM 30-4.

We request your participation in the claims listed below:

(1) Schedule A	0
(2) Schedule B	$51.60
(3) Schedule C	$747.84
(4) Restocking Fittings	$64.89
(5) Interest on Investments	0
Total	$864.33

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher

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OCT 1 1 1968

FOR FILING

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7-77

OCT 3 1968

Honorable Al Ullman
House of Representatives
Washington, D. C. 20515

Dear Mr. Ullman:

We are enclosing a copy of our reply to D. R. Cook, Judge of Umatilla County, and his recent appeal to which you referred in your letter of September 16.

The status of the design revision request at the West Pendleton interchange as desired by Judge D. R. Cook and others has not changed, nor has the State requested any design revisions at this interchange. Even though the State would recommend to us a direct local access connection to the interchange, we would not, in the interests of public safety, give favorable consideration to such a request.

NOTED
R. L. PO

The operational hazards resulting from local connections to freeway interchange ramps have been demonstrated at the few that were permitted in the early days of our current program. Because of this experience, we are in agreement with our State highway departments that such connections are not in the public interest.

Sincerely,

John R. Jamieson
Deputy Federal Highway Administrator

NOTED
FORREST COOPER

Enclosure

Morgan
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RECEIVED
OCT 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AL ULLMAN
2D DISTRICT, OREGON

COMMITTEE ON
WAYS AND MEANS

Congress of the United States
House of Representatives
Washington, D.C. 20515

September 16, 1968

Mr. Lowell K. Bridwell
Federal Highway Administrator
400 6th Street S. W.
Washington, D. C.

Dear Mr. Bridwell:

I am enclosing a copy of a letter sent to Mr. F. C. Turner, Director of the Bureau of Public Roads, by Judge D. R. Cook regarding the present plan for the west interchange of Highway Interstate 80 North in Pendleton, Oregon.

The information contained in Judge Cook's letter concerns recent developments in industrial enterprise that have taken place in the area in question and makes it even more imperative that the Bureau of Public Roads support the position of the Oregon State Highway Department for a more adequate interchange design. The detailed information presented by the City of Pendleton and other sources has demonstrated the great concern of the local officials over this matter.

I believe these facts should be the basis for a complete review of the Bureau's previous decision regarding the interchange.

Sincerely,

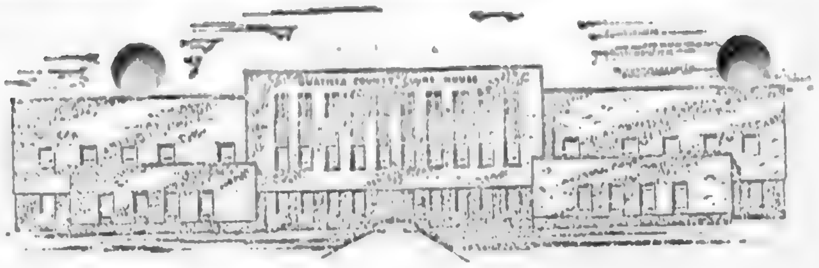
Al Ullman

Al Ullman, M.C.

AU:bm
Enclosure

D. W. COOK, COUNTY JUDGE

COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

August 7, 1968

Mr. F. C. Turner
Director of Public Roads
U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Washington, D. C. 20591

Re: 32-12

Dear Mr. Turner:

This is in reply to your letter of July 15, 1968, con-concerning the addition of an interchange one mile west of the Pendleton Interchange on Interstate Route 80-North.

We understand your concern with the state relationship in the Highway 80-N program; however, we were informed by the State Highway Commission that changes in the present design of the highway would be up to the Bureau of Public Roads and that if the County or the City of Pendleton could satisfy the Bureau of Roads that it was a proper change, it would be all right with the State Highway Commission. We are particularly interested in the access to the Rieth area, as we indicated.

We'd had an agreement with the City on additional access at that point and presented it again to the Highway Commission who had made the statement to us. That's the reason that we are going to you.

Other changes in this area have occurred recently by the commencement of construction for a trailer manufacturing plant in the Rieth area, which will employ from 150 to 200 persons. There will also be located suppliers to this large plant. It has become obvious that the plant and its suppliers will need better access than is presently available under the plan.

We would appreciate your looking this over and taking care of both the new needs and those previously not considered. In fact, our traffic count after the plans were first made is much higher in that area of Rieth than previously.

You state that changes could be made after the construction if it is warranted. It is our point that the facts show a present need now and an evaluation could make the change now before the construction is finished and at a much lesser cost, and that if a study had been made under the conditions and all the circumstances now existing at the time the design was made there would have been no question but what additional accesses would have been provided in this area.

Respectfully yours,

D. R. Cook

D. R. Cook
County Judge

cc: Honorable Al Ullman

RECEIVED
OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29)204
7097

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
OCT 3 1968
Date
Title Div. Engineer
U.S. Bureau of Public Roads

Project Name Pendleton
Date September 26, 1968
Highway Old Oregon Trail
Contract No. 7097
County Umatilla
Prefix 630-1098
Contractor Rogers Construction, Inc.
F. A. Project No. I-80N-5(29)204
Address 11760 N.E. Glisan, Portland, Oregon
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate silt and rock from Tutuilla Creek box culvert.

Location by station numbers: "E" 188+53

Estimate of quantities and cost:

Labor:	$220.00
Equipment:	430.00
	$650.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The removal of this material is necessary so that a concrete slab invert can be poured.
Verbal approval has been obtained from A.A. Rear and B.P.R.
Work will begin on Monday, September 30, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $9,808,662.65
Present estimate of project cost, including $650.00 for work under this order $9,808,662.85
Expected under-run / over-run amount $0.00
Expected under-run / over-run per cent 0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. N. Van Cleave, Resident Engineer
for C. D. Hiatt

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approved: /s/ L. H. Young 10-28-68

Form E-206—5M

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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STATE COPY

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date JUN 28 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Pendleton Section	**Date**	September 26, 1968
Highway	Old Oregon Trail	**Contract No.**	7097
County	Umatilla	**Prefix**	630-1098
Contractor	Rogers Construction Inc.	**F. A. Project No.**	I-80N-5(29)204
Address	11760 N.E. Glisan, Portland, Oregon	**Order No.**	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 240 linear feet of one inch rigid galvanized conduit, 4 linear feet of one & one quarter inch rigid galvanized conduit, and two 4"X4"X4" galvanized cast junction boxes in the structures at East Pendleton Interchange shown on OSHD drawing number 23363 as revised June 25, 1968.

Location by station numbers:

EAST PENDLETON INTERCHANGE

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor: 150.00
Materials: 150.00

$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is to comply with a letter from T. C. Roake dated June 28, 1968. This will be incorporated in furute illumination in this area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$9,808,662.85
Present estimate of project cost, including $300.00 for work under this order	$9,808,662.85
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young ✓ 10-21-68

SP*23577-734

RECEIVED
SEP 26 1968

FOR FILES

I-80N-5 [illegible]

7097

Honorable Al Ullman
House of Representatives
Washington, D. C. 20515

Dear Mr. Ullman:

In reply to your letter of August 30, the design for the Interstate Route 80N interchange now under construction immediately west of Pendleton was adopted by the Oregon State Highway Department and recommended to the Bureau of Public Roads in consideration of the expressed wishes and desires of Pendleton city officials.

During the planning stages, there were changes in the basic design of the interchange at the requests of local interests. Approval of the current design was given by the Bureau of Public Roads only after approval by county and city officials, and the Bureau was satisfied with their preference of this design over alternates that had been considered, designs that would have provided public road access to adjacent areas. The current design provides an easterly directional interchange with U. S. 30 around which the city and adjacent areas have developed. Access to adjacent areas is provided by local road connections off U. S. 30.

Requests have been directed to us by Judge D. R. Cook and others for consideration of the direct access off and return to the eastbound interchange roadway as delineated on the map submitted with your current letter. In answer to each, we have advised that even if it were recommended to us by the State, and it has not, we would not give favorable consideration to the requested direct local access connection to the interchange. Similar connections have, unfortunately, been permitted in the past in some cases; and it is in consideration of experience with these and their demonstrated hazards and operational problems that we are no longer permitting local roads to have direct connections to the roadway components of a freeway interchange.

We are understanding of the desire for improved traffic access to the Rieth area with its planned and contemplated new developments. It is our understanding that the State Highway Department and local officials have now under consideration a request for Federal-aid secondary

cc Cox
Morgan
Parson

9-23-68

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

NOTED
FORREST COOPER

funds to assist in improving Rieth Road, a road that now serves the area planned for development. We will be pleased to give prompt attention to such a request, but we must reaffirm our conviction that the hazards and operational conflicts that result from direct local connections to interchanges preclude our giving favorable consideration to the direct connection desired by Judge Cook and others.

Sincerely,

[illegible] Administrator,
[illegible]

Enclosure
Transmitted Correspondence

R. M. Phillips, Regional Federal Highway Administrator, Reg. 8, Portland, Oreg.
✓R. E. Simpson, Division Engineer (2), Salem, Oregon

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AL ULLMAN
2D DISTRICT, OREGON

COMMITTEE ON
WAYS AND MEANS

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

August 30, 1968

Mr. Lowell K. Bridwell
Federal Highway Administrator
400 6th Street S. W.
Washington, D. C.

Dear Mr. Bridwell:

In June, Judge D. R. Cook of Pendleton, Oregon, wrote to you concerning the present plan for the west interchange of Highway Interstate 80 North. I wish to express my complete agreement with Judge Cook's position. This, along with statements of officials of the City of Pendleton, should emphasize the strong local support for an adequate interchange.

In the event it is not possible to effect a change in design to be incorporated into the present interchange construction, I would appreciate detailed information regarding the future access to the city's commercial and industrial area. The effect of the interchange on the development of this area is of great concern to local officials.

In view of the fact that this type of egress and access has been used at other locations on the Interstate system, I would also like to request that your agency explore the possibility that the access, as outlined on the accompanying map and proposed by city officials, could be approved when traffic patterns clearly demonstrate a need. If not, specifically what alternatives and locations would be involved.

Sincerely,

Al Ullman

Al Ullman, M. C.

01175

AU:bm

RECEIVED
SEP 1 8 1968

Thaddeus Bruno, Member
~~Portland~~
I-80N-[illegible]-204
[illegible]

September 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7097
Prefix 630-1098
FAP I-80N-5-(29)214

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 253, covering state-furnished concrete color additive on the Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

The color additive is for use in structure handrails and was an anticipated item of the contract.

This work was tentatively recommended for approval by the BPR Area Engineer September 12, 1968.

The estimated amount of the order is $3,000.00 with Federal participation of $2,700.00

Your approval as of September 12, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:slh

9 17 68

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SEP 1 7 1968
FOR FILING

I-80N-5(3?)204

7077

LAG CON PEL 38 9-17-68 11-35A

NOTED
F. B. KLABOE

IFO TO A F PARSON

INFO TO,F D MORGAN

EB LANES OPEN TODAY TO TWO WAY TRAFFIC AT 11-00 AM FROM YOAKUM INTERCHANGE ON SYANFIELDXXX STANFIELD JCT.-PENDLETON SECTION TO WEST PENDLETON INTERCHANGE ON PENDLETON SECTION.

W C FERGUSON
LOY
3&.17
4&.88.

RECEIVED
SEP 1 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 9 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 17, 1968

In reply refer to: 08-35.7

I-80N-5(29)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Section
File 39143, L-5862, Doris M. Brown

Chief Counsel G. E. Rohde's letter of September 12, 1968 requests our approval to deposit less than 75 percent of the State reviewer's determination of fair-market value. It is our understanding that you have two appraisals of $2,600 and $3,800 involving a taking of .53 acres. We also understand that the taking does not materially affect the occupancy of improvements, require the occupants thereof to relocate nor does the taking materially affect the livelyhood of the occupants of the remainder lands.

Based upon this information we waive the requirements for the 75 percent deposit with the understanding that you will deposit $2,600 into court which will be made available to the property owner.

REFERRED TO
Rohde
BY ASST. STATE HWY. ENGR

Copy to Young
9-19-68

RECEIVED
SEP 1 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 18 1968

September 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: City of Pendleton-Wallulis
and Staebler Consulting
Engineers Agreement
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204
Contract No. 7097

Dear Sir:

The last paragraph of your letter dated April 16, 1968 approved the fee schedule amendment to the above-captioned agreement. This amendment provided for a $4,211.21 increase in the Resident Project Services (inspection), and also provided that any further work would be performed on a force account basis in accordance with Table "A" on Page 9 of the agreement.

Attached is a copy of Mr. Staebler's letter dated September 5, 1968 which indicates that more inspection hours were required than originally anticipated. The river crossing near Station 1295 is now under construction by the State's contractor, and the storm sewer originally shown on Sheet 10 of Mr. Staebler's plans is to be included as part of the 10th Street-South Pendleton Interchange project. Mr. Staebler estimates this will take an additional $1,233 of Resident Project Services for this work.

Since this inspection work is a necessary part of the project, and is on a force account basis, we recommend approval of increasing the maximum cost of inspection by $1,233 as outlined in Mr. Staebler's letter of September 5, 1968.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw
Attach.
bc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
SEP 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1968
Form A-105—5M
OFFICE OF
E HIGHWAY ENGINEER

STATE FORCES
NOT INVOLVED

I-80N-5(29)
7097

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
G1-P
SEP 12 1968
Date
F. M. C. Broom
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ....

Project Name: Pendleton Section
Date: September 5, 1968
Highway: Old Oregon Trail
Contract No. 7097
F. A. Project No. I-80N-5(29)204
County: Umatilla
Prefix: 630-1098
Account No. 274-05

Description of Work To Be Done:

Debit project for use of temporary signs purchased on previous Federal-aid projects.

Location by Station Numbers:

Sta. 1083+00 to 310+00

NOTED
F. B. KLABOE

Estimate of Quantities and Costs:

Estimated salvage value at 25% of original cost = $1,500.00

Explanation: Salvaged signs from previous Federal-aid projects to be used on the project where required. Project will be assessed a salvage value of 25% of the original cost for each sign.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 9,808,662.65
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 9,808,662.65
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~[illegible]~~

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved: /s/ L. H. Young 9-24-68
~~[illegible]~~
Office Engineer

This order does not constitute authority for expenditures until approved by the [illegible]

RECEIVED
SEP 6 - 1968
FOR FILING

AUG 30 1968

32-12

Honorable D. R. Cook
Judge of Umatilla County
Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

In letter of August 7, you have requested further consideration by us of an additional interchange on Interstate Route 80N west of Pendleton.

May we first emphasize that any consideration on our part of an additional interchange with an Interstate highway is on the basis of a firm recommendation by the State highway department responsible for the highway; and our determinations as to its practicability and justification are based on the factual data submitted by the State in support of its recommendation.

In those cases wherein changes in land use subsequent to our approval of the State's plans for an Interstate highway warrant an additional interchange, the costs of its construction should be financed with other than Federal-aid Interstate highway funds. Our policy in this respect is applied on all routes of the Interstate System. It is appropriate in that these funds are apportioned to the States on the bases of estimates of cost to complete the routes of the system, and are intended for that purpose only.

It is appropriate, therefore, for you and others interested in an additional interchange to serve new developing needs in the Rieth area to direct to the Oregon State Highway Department any data in this respect you may feel has not yet been considered, and which may demonstrate the inadequacy of present access connections and the warrants for expending public highway funds to finance the additional costs that would be incurred.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

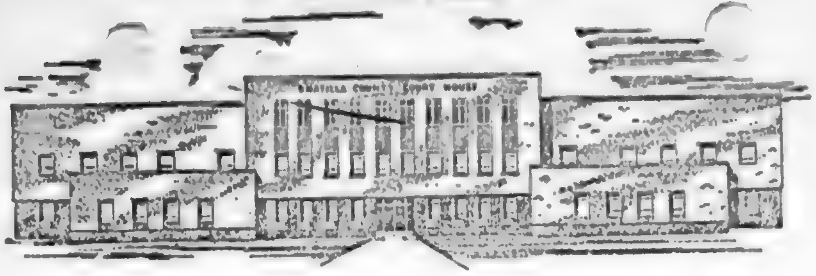
RECEIVED
SEP 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

C C unit

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

August 7, 1968

Mr. F. C. Turner
Director of Public Roads
U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Washington, D. C. 20591

Re: 32-12

Dear Mr. Turner:

This is in reply to your letter of July 15, 1968, con-concerning the addition of an interchange one mile west of the Pendleton Interchange on Interstate Route 80-North.

We understand your concern with the state relationship in the Highway 80-N program; however, we were informed by the State Highway Commission that changes in the present design of the highway would be up to the Bureau of Public Roads and that if the County or the City of Pendleton could satisfy the Bureau of Roads that it was a proper change, it would be all right with the State Highway Commission. We are particularly interested in the access to the Rieth area, as we indicated.

We'd had an agreement with the City on additional access at that point and presented it again to the Highway Commission who had made the statement to us. That's the reason that we are going to you.

Other changes in this area have occurred recently by the commencement of construction for a trailer manufacturing plant in the Rieth area, which will employ from 150 to 200 persons. There will also be located suppliers to this large plant. It has become obvious that the plant and its suppliers will need better access than is presently available under the plan.

We would appreciate your looking this over and taking care of both the new needs and those previously not considered. In fact, our traffic count after the plans were first made is much higher in that area of Rieth than previously.

You state that changes could be made after the construction if it is warranted. It is our point that the facts show a present need now and an evaluation could make the change now before the construction is finished and at a much lesser cost, and that if a study had been made under the conditions and all the circumstances now existing at the time the design was made there would have been no question but what additional accesses would have been provided in this area.

Respectfully yours,

D. R. Cook

D. R. Cook
County Judge

cc: Honorable Al Ullman

RECEIVED
SEP 5 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(29)204

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: August 30, 1968
In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Pretreatment Plant

In response to Mr. Moehring's August 8, 1968 letter we have reviewed the two engineering reports, two appraisals and the review appraisal to arrive at the total value of pretreatment plant including land to which Federal-aid may be applied.

Our conclusions based upon the Carl Green Report and Review Appraisal are as follows:

Plant Improvements	$85,690
Land - 4.13 acres	13,153
Damages to remainder land	1,675
	$100,518

The Green Report developed the 1967 replacement costs on the basis of unit items and unit costs, a method considered reasonable. The method of deducting the rehabilitation costs from the depreciated 1967 replacement costs is considered by authorities as one of the better means to allow for poor maintenance and upkeep.

The methodology of the other reports use percentages of peak flow or other means and these reports do not specifically recognize the cost of rehabilitation, although they mention the poor operation and condition.

Therefore, in accordance with our September 20, 1967 Memorandum of Understanding and the data provided, our participation will be limited to the pro rata share of $100,518.

orig to
Moehring 9-4-68
copy to Young

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 30 1968
FOR FILING

I-80N-5([illegible])024

1197

2162

August 29, 1968

Mr. Lowell Spiess
Round-Up Drive-In Theatre
Post Office Box 561
Pendleton, Oregon 97801

Dear Mr. Spiess:

Re: East Pendleton Interchange, Pendleton Section, Old Oregon Trail Highway
Umatilla County

This is in answer to your letter of August 19 concerning our plans for traffic entering and leaving the proposed frontage road just west of our East Pendleton Interchange.

Our present design standards do not permit the use of a merging or acceleration lane from a frontage road onto a highway.

After construction is completed in the area, it will be possible to study the resultant traffic moves to determine if a sufficient volume exists to necessitate a left-turn refuge. Completion of the Interstate route should draw much of the through traffic away from its present route, making freer turning movements in and out of the aforementioned frontage road.

We are at a loss to know who promised you these facilities and on what basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
A. F. Parson - Enc.

8-29-68 - I talked to Al Shirley. He thinks that this treatment is safe and adequate.
FBK

Round-Up DRIVE-IN THEATRE

P. O. Box 561
PENDLETON, OREGON

LOWELL SPIESS
RICHARD SPIESS

Routing
Morgan
Decker
Pease
Morelock
Trout
Scott
Olson

RECEIVED
CONSTRUCTION DIVISION

August 19,1968

Glenn Jackson, chairman
State Highway Dept.
Salem, Oregon

Dear Sir;

Last year when property was acquired for the freeway, the new theatre entrance road connecting to Highway 30, we were promised the following to insure the proper amount of safety;

1. Free right turn onto Highway 30 from entrance road.
2. Left turn lane marked on highway for cars coming up the hill to turn left onto entaance road.

I have written to Mr. Snell in La Grande and according to him none fo the above are scheduled.

The reason for requesting the 2 above items were:

Item 1. Cars on entrance road to enter Hghy. 30, without a free right turn must stop, then pull out into the traffic comimg off the freeway (1)around a corner, (2)downhill and(3) at high speeds. Engineers doing the job agreed it should be a merging traffic entrance.

Item 2. Cars going to the theatre coming up the hill, must turn left into the entrance road. Without a left turn lane this is going to necessitate cars and trucks coming up the hill to stop for left turning cars. When stopping trucks on that hill it will cause traffic back-up before they get moving up the hill again.

I am writing this letter in the hope the above 2 items can be taken care of.

If no action is taken, I want this letter on record as evidence that these items were before the highway commission, and in case of any accident in this area they will have to assume responsibilty.

Yours truly,

Lowell Spiess

Lowell Spiess

RECEIVED
AUG 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC
copy to [illegible] 8-23-68

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 26 1968

I-80N-5(29)-204
1099

August 22, 1968

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. R. R. Enbysk

RE: Time Extension for
Galey Construction Company
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204

Gentlemen:

Reference is made to your letter dated January 4, 1968.

We hereby approve extending the contract time on this project to the following dates:

Schedule	New Completion Date
A	January 8, 1968
B	March 19, 1968
C	March 7, 1968

According to our records, no liquidated damages will be assessed the contractor.

Very truly yours,

F. D. Morgan
Construction Engineer

By [illegible] SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw
cc: Mr. Donald Staebler

bc: F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
C. E. Payton

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 26 1968

I-80N-5(29)204
109

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1968

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. R. R. Enbysk

RE: Change Orders
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204

Gentlemen:

Change Orders No. 1 through 11 inclusive and Addendum No. 1 to Change Order No. 3, as submitted to our Mr. Fillmore in Pendleton, are hereby approved by the State and the Bureau of Public Roads.

It is understood that the cost of Item No. 9 of Change Order No. 6 is $1.00 per lineal foot instead of $4.50 per lineal foot as shown on our copy.

This will confirm verbal authorizations to proceed with work on these Change Orders.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw

bc: F. B. Klaboe
R. E. Simpson
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
C. E. Payton

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1968

I-80N-5(29)204
7097

24 38

August 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Inspection-in-Depth Report, Base Course Construction, Pendleton Section, Old Oregon Trail Highway, Project No. I-80N-5(29)204, Your File: 08-35-DA

Your report of inspection-in-depth on base course construction on the Pendleton Section of the Old Oregon Trail Highway, Contract No. 7097, has been reviewed. We are pleased to find that no major deficiencies in quality and quantity control were found and that you consider the contractor and State personnel should be commended for the quality of work being obtained on the project.

In the summary of inspection, it is noted that you are making a recommendation that on projects where plant-mix stone base is specified, a point of acceptance be established following the mixing process at the pugmill. In reply to this recommendation, at the present time our Standard Specifications are being revised and, in general, are being written to conform with the AASHO Guide Specifications. The acceptance points for plant-mix stone base and other types of aggregates are being considered as a part of these new specifications and are receiving close study.

We therefore hesitate to issue instructions regarding this matter until our new specifications are firmed up. It is thought that this should be in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parson - Enc.

JHW:fw srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 29, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn: ~~Mr. F. B.~~ Klaboe, Asst. State Highway Engineer

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section, Old Oregon Trail Highway
Inspection-in-Depth, Base Course

We are transmitting a copy of our inspection-in-depth report on the subject project. This is the second in a series of Statewide inspection-in-depth reports on the quality and quantity control of base course construction. We find the base course construction on this project to be very good. The State, the contractor, and all others connected with this project are commended for the exceptional quality of work being obtained.

No major deficiencies in the quality and quantity control procedures were found. However, we would appreciate any thoughts you might have regarding the establishment of a point of sampling for acceptance testing. Our recommendations regarding the point of acceptance is covered in the "SUMMARY OF INSPECTION" portion of the report.

Enclosure
Inspection-in-Depth Report

Routing

RECEIVED

orig to Morgan - RW
copy to Young
8-5-68

8/5/68 Copies to
Young
Parson
CD Hiatt
Hatcher
ZW

RECEIVED
AUG 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 10-66)

OSHD (Klaboe) Admin Mgr
Region (3 cys)
Wash DC File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ PART OF STATEWIDE PHASE ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT LLH

REGION 8	DIVISION Oregon	COUNTY Umatilla	PROJECT NUMBER I-80N-5(29)204

DATE OF INSPECTION 7-23-68	PHASE(S) INSPECTED Base Course (Phase 3)	REPORT OR CONTROL NUMBER 35-68-EID (3)13

INSPECTION MADE BY W. N. Bryant, Asst Area Engr J. R. Schultz, Asst Engr Coord.	IN COMPANY WITH Alfred Shirley Jr., Asst Div Engr, OSHD M. D. Glenn, Field Testing Engr, OSHD C. D. Hiatt, Res Engr, OSHD

REPORT PREPARED BY
W. N. Bryant, Asst Area Engr

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing & Illumination

CONTRACTOR (Name and address) Rogers Construction, Inc. 11160 NE. Glisan St. Portland, Oregon	CONTRACT AMOUNT $7,958,236.25 PROJECT STATUS (%comp.) 23%

LOCATION
From approximately 3 miles westerly of the west city limits of Pendleton to approximately 2 miles easterly of the east city limits. Overall length of the project is 9.27 miles.

REPORT TO INCLUDE: SCOPE OF INSPECTION, SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving Structure, Signing, and Illumination

1. SCOPE

The purpose of this inspection was to determine the relative uniformity, effectiveness, and completeness of the base course construction as well as review the procedures employed by the State and the contractor in complying with the quality and quantity control procedures as specified in the contract documents and issued guidelines. A field inspection to observe and evaluate the contractor's operations, engineering supervision, and control of traffic in and around the work areas was also conducted.

2. SUMMARY OF FINDINGS

Finding

No major deficiencies in the quality and quantity control procedures were found. The project documentations were found to be in substantial conformity with the contract specifications and issued guidelines and contained adequate information in support

(more)

PREVIOUS EDITIONS MAY BE USED

of pay quantities. The Resident Engineers, the contractor, and all others connected with the project should be commended for the exceptional quality of work being obtained in the construction of the base course.

3. SUMMARY OF INSPECTION

During the inspection base aggregate was not being placed on the subject project. However, on the adjacent project, I-[illegible](27)[illegible] being constructed by the same contractor, plant mix stone base was being placed on one of the crossroads. This operation was observed and considered satisfactory.

The contractor is using a CMI Auto Grade Trimmer with double wire controls to finish the subgrade. The same machine is also being used for final finishing of the plant mix base and the leveling course. By using this machine the degree of compliance with the grade and surface requirements have been excellent. A "Blaw Knox" spreader is being used to spread both the plant mix base and the leveling course. The compaction equipment being used and the results being obtained appear to meet the specification requirements.

The project field books were reviewed and found to be in good order and to meet the general procedure requirements of the Manual. The supporting documentation for the various items involved in base construction were reviewed and found to be adequate. The test reports reviewed indicate that the material accepted for incorporation into the base substantially meets the requirements of the specifications. The reports also showed that all material which failed to meet the specification requirements was rejected.

It was noted, however, that all acceptance testing was being performed at the crusher without subsequent testing after the material had been through the pugmill. It is felt that even though the point of acceptance is not specified check samples should be obtained at the pugmill after mixing in order to make certain that segregation is not occurring in the stockpile. It is strongly recommended that the contract on all future projects containing plant mix base specify that the point of acceptance will be at the pugmill after mixing. Sampling and testing at the crusher should also be performed for informational purposes.

A copy of the approved guideline used during this inspection is attached to the division office copy of this report.

RECEIVED
AUG 20 1968

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204
7091

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 9, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

2449

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Old Oregon Trail Highway
Pendleton Section
City of Pendleton Contract
Change Orders

Change Order Nos. 6, 7, 8, 9, 10, 11, and Addendum No. 1 to Change Order 3, as submitted by your letter dated June 12, 1968 are hereby approved for Federal participation, except as follows:

> Change Order No. 6 - The cost of Item 9 will be limited to $1 per lineal foot as indicated in the contractor's letter dated April 4, 1968 in lieu of the $4.50 shown on the order.

Verbal authorizations to proceed with the work under the above change orders are hereby confirmed.

RECEIVED
AUG 16 1968
OFFICE ENGINEERING
DIVISION

orig to Young
copy to Morgan
8-15-68

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1968

FOR FILE
I-80N-5(22)204
7099

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 9, 1968

In reply refer to: 08-35-DA

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Salem, Oregon

2449

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Salem, Oregon

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City of Pendleton Contract
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Verbal authorizations to proceed with the work under the above change orders are hereby confirmed.

[illegible] Morgan
8-15-68

RECEIVED
AUG 16 1968
OFFICE ENGINEERING
DIVISION

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. [illegible], MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

AUG 20 1968

I-80N-5(22)204
[illegible]

August 7, 1968

City of Pendleton
PO Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Rudy R. Enbysk
City Manager

Re: Betterment on 12" Water Line
of Hailey Avenue
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

Gentlemen:

Pages 21 and 28 of Wallulis and Staebler's Preliminary Report on this project outline the city plans for allocating the cost of betterment for relocating the City's 12" water line on S. W. Hailey Avenue.

This matter has been reviewed at some length by our Legal Section and the Bureau of Public Roads Salem and Regional Offices. On the basis of the information furnished to us to date, we find the cost of betterment requested in the above-mentioned report ineligible for State and BPR participation for the following reasons:

1. We find no evidence that a betterment plan was either underway or scheduled at the time the City-State Agreement was signed on January 25, 1966. Therefore, the provisions of Paragraph 3d of PPM 30-4 cannot apply.
2. There was no evidence to indicate that the City had a definite program or schedule for increasing the size of the remainder of the water mains covered in the 1963 CH_2M report.
3. Paragraph 9e limits State and BPR participation in the cost of additional facilities to those which are required by the highway project.
4. It appears that the City-State Agreement dated January 25, 1966 extinguish all rights on severed streets.

Should you be able to supply us with additional information, we would gladly reconsider this request.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss
cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
C. E. Payton

FORM E-1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 19 1968
FOR FILE

I-80N-5(29)204
7097

August 1, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Track Occupancy Indicators
Haul Road Crossing
UPRR M.P. 218.46
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Contract No. 7097
Project No. I-80N-5 (29) 204
YOUR FILE: D-323-1-68

Gentlemen:

This is in reply to your letter dated July 26, 1968 which contained an estimate in the amount of $1,095 for the installation of track occupancy indicators at the above-captioned haul road.

This is to advise that the State will reimburse the Railroad for the actual cost of this installation. For your information the cost will be shared equally by the State's contractor, Rogers Construction, Inc., and the State.

Please proceed with this installation at an early date so the contractor's operation may proceed with minimum hazard.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of UPRR letter)
R. E. Simpson "
L. H. Young "
C. H. Maison "
A. F. Parson "
C. E. Hiatt "
C. E. Payton "

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

July 26, 1968

D 323 - 1 - 68

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Routing
Morgan
Decker
[illegible]
Barbee
Walker
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1968
CONSTRUCTION
DIVISION

Dear Sir:

In line with recent discussion with your office, we are arranging for installation of track occupancy indicators on the access road grade crossing at railroad M.P. 218.46 east of Pendleton, Oregon used by State's contractor, Rogers Construction, Inc., in hauling rock materials for the Pendleton section of Interstate Highway I-80N.

Our estimate for this installation is as follows:

Description	Labor	Material
Install track occupancy indicators	$500	$300
Labor & material additives	169	30
Contingencies	61	35
	$730	$365
Total	$1095	

As discussed, the Railroad's charges for this installation will be billed to the State in due course.

Very truly yours,

W. G. Johnson

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 19 1968

I-80N-5(2) 204

7097

July 31, 1968

Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. O. W. Ryan
Manager of Properties

Re: Consideration for Easement
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (2) 204
Contract No. 7097
R/W File: 38178
YOUR FILE: 1000-45

Gentlemen:

This is in reply to your letter of July 16, 1968 wherein you advise that the Railroad is willing to grant a regular easement covering our slope and pier encroachment on your property for a consideration of $750.

We have reviewed your offer and find it acceptable as a lump-sum settlement of this matter.

Please proceed with the preparation of the appropriate documents.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
D. H. Moehring
H. W. Snell

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 9 1968
FORM 2-30 (12-67)

FILING

I-80N-5(39)-207
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1968

SUBJECT: Grade Revision
Stations 1270 to 1350
Pendleton Section, FAI-80N
Umatilla County

To:

Mr. C. D. Hiatt
Resident Engineer
State Highway Department
P. O. Box 1071
Pendleton, Oregon 97801

Enclosed are plan sheets 9, 10, 11 and 12 of the construction plans for the Pendleton Section on which is delineated the most extreme grade revision that can be made on the segment between Stations 1270 and 1350. This will substantiate the information given to you by telephone on July 30.

As indicated in the telephone conversation, the grade revision should be made only to the extent that an earthwork balance can be achieved; however, in no case should the Umatilla River bridge elevations be lower than is indicated on the revised grade line as shown on the plan sheets.

Should you have any questions concerning this grade revision, do not hesitate to contact this office.

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Construction Engineer

WHT:fw
Enc.
cc F. B. Klaboe
A. F. Parson

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 - 1968
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

I-80N-5(29)204

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 29, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn: Mr. ~~F. B.~~ Klaboe, Asst. State Highway Engineer

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section, Old Oregon Trail Highway
Inspection-in-Depth, Base Course

[illegible]

We are transmitting a copy of our inspection-in-depth report on the subject project. This is the second in a series of Statewide inspection-in-depth reports on the quality and quantity control of base course construction. We find the base course construction on this project to be very good. The State, the contractor, and all others connected with this project are commended for the exceptional quality of work being obtained.

No major deficiencies in the quality and quantity control procedures were found. However, we would appreciate any thoughts you might have regarding the establishment of a point of sampling for acceptance testing. Our recommendations regarding the point of acceptance is covered in the "SUMMARY OF INSPECTION" portion of the report.

Enclosure
Inspection-in-Depth Report

orig to Morgan - RIW
copy to Young
8-5-68

RECEIVED
AUG 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

BUREAU OF PUBLIC ROADS

Region (3 cys) CONSTRUCTION INSPECTION-IN-DEPTH REPORT
Wash DC File 439 (PPM 20-6.1)

(Check appropriate one) ☒ PART OF STATEWIDE PHASE ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT LLH

REGION 8	DIVISION Oregon	COUNTY Umatilla	PROJECT NUMBER I-80N-5(29)204
DATE OF INSPECTION 7-22-69	PHASE(S) INSPECTED Base Course (Phase 3)		REPORT OR CONTROL NUMBER 35-68-ETD (3)13

INSPECTION MADE BY
W. N. Bryant, Asst Area Engr
J. R. Schultz, Asst Engr Coord.

IN COMPANY WITH
Alfred Shirley Jr., Asst Div Engr, OSHD
M. D. Glenn, Field Testing Engr, OSHD
C. D. Hiatt, Res Engr, OSHD

REPORT PREPARED BY
W. N. Bryant, Asst Area Engr

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing & Illumination

CONTRACT AMOUNT
$ 958,226.25

PROJECT STATUS (% comp.)
23%

CONTRACTOR (Name and address)
Rogers Construction, Inc.
11760 NE. Glisan St.
land, Oregon

LOCATION
From approximately 3 miles westerly of the west city limits of Pendleton to approximately 2 miles easterly of the east city limits. Overall length of the project is 9.27 miles.

REPORT TO INCLUDE: SCOPE OF INSPECTION, SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving Structure, Signing, and Illumination

1. SCOPE

The purpose of this inspection was to determine the relative uniformity, effectiveness, and completeness of the base course construction as well as review the procedures employed by the State and the contractor in complying with the quality and quantity control procedures as specified in the contract documents and issued guidelines. A field inspection to observe and evaluate the contractor's operations, engineering supervision, and control of traffic in and around the work areas was also conducted.

2. SUMMARY OF FINDINGS

Finding

No major deficiencies in the quality and quantity control procedures were found. The project documentations were found to be in substantial conformity with the contract specifications and issued guidelines and contained adequate information in support

(more)

of pay quantities. The Resident Engineers, the contractor, and all others connected with the project should be commended for the exceptional quality of work being obtained in the construction of the base course.

3. SUMMARY OF INSPECTION

During the inspection base aggregate was not being placed on the subject project however, on the adjacent project, I-80N-5(27)187 being constructed by the same contractor, plant mix stone base was being placed on one of the crossroads. This operation was observed and considered satisfactory.

The contractor is using a CMI Auto Grade Trimmer with double wire controls to finish the subgrade. The same machine is also being used for final finishing of the plant mix base and the leveling course. By using this machine the degree of compliance with the grade and surface requirements have been excellent. A "Blaw Knox" spreader is being used to spread both the plant mix base and the leveling course. The compaction equipment being used and the results being obtained appear to meet the specification requirements.

The project field books were reviewed and found to be in good shape and to meet the general procedure requirements of the State. The supporting documentation for the various items involved in base construction were reviewed and found to be adequate. The test reports reviewed indicate that the material accepted for incorporation into the base substantially meets the requirements of the specifications. The reports also showed that all material which failed to meet the specification requirements was rejected.

It was noted, however, that all acceptance testing was being performed at the crusher without subsequent testing after the material had been through the pugmill. It is felt that even though the point of acceptance is not specified check samples should be obtained at the pugmill after mixing in order to make certain that segregation is not occurring in the stockpile. It is strongly recommended that the contract on all future projects containing plant mix base specify that the point of acceptance will be at the pugmill after mixing. Sampling and testing at the crusher should also be performed for informational purposes.

A copy of the approved guideline used during this inspection is attached to the Division office copy of this report.

Form A-105—5M

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29)
7097

STATE COPY

Contingent upon modification of project agreement if additional funds are required.
Date MAY 2 By G.M. Bowden
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Supplement #1
Order No. 2

Project Name Pendleton Section
Date July 18, 1968
I-80N-5(29)204
Highway Old Oregon Trail
Contract No. 7097 F. A. Project No.
County Umatilla
Prefix 630-1098 Account No. 284-02

Description of Work To Be Done:

Reimburse Union Pacific Railroad Co. for installation of warning system at Public Road Crossing, M.P. 218.46

Work being done by Railroad

Location by Station Numbers:

3/4 mile north of Station 1567+00.

Estimate of Quantities and Costs:

Estimated cost $1,100.00

NOTED
F. B. KLABO

Explanation:
Work to be performed on an actual cost basis as per railroad billing. Contractor to reimburse the State for 50% of the actual cost, estimated at $550.00. Work has not started 7/18/68.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $1,100.00 for work under this order	$9,808,662.65
Expected under-run / over-run (amount)	$--
Expected under-run / over-run (per cent)	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young 8-14-68
Office Engineer.

~~[illegible] authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

RECEIVED
JUL 26 1968
FOR FILING

[illegible]

[illegible]

JUL 15 1968

32-12

Honorable D. R. Cook
Judge of Umatilla County
Courthouse
Pendleton, Oregon 97801

NOTED
R. L. PORTER

Dear Judge Cook:

Mr. Bridwell has asked that we reply to your letter of June 27, concerning the addition of an interchange one mile west of the West Pendleton interchange on Interstate Route 80N.

Under the long established State-relationship in Federal-aid highway matters it is the responsibility of the appropriate State highway department to evaluate initially the location to which interchanges should provide access to adjacent areas and to establish the location proposed as being proper from the standpoint of public benefit and economic warrant.

The design for Interstate Route 80N and its interchanges and grade separations to serve the city of Pendleton were developed by the State after extensive studies. Our approval was given after we were satisfied that the State's design as proposed considers local needs and would meet the existing and probable future traffic needs and conditions in a manner conducive to safety.

We appreciate that unforseen changes in land use may occur which generate large volumes of traffic not anticipated in the original design of the highway. If this should be the case, additional interchange connections can be added after the Interstate highway in the Pendleton area is completed, provided a reevaluation of traffic needs by the State indicates that an additional interchange west of the West Pendleton interchange is feasible in consideration of traffic safety and where established as being warranted from the standpoint of overall public benefit.

Sincerely yours,

F. C. Turner

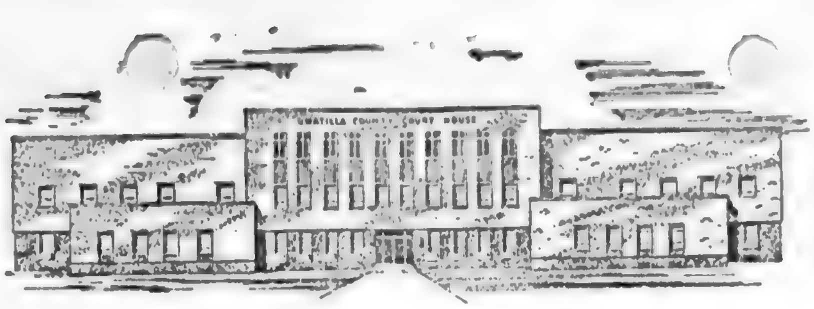
F. C. Turner
Director of Public Roads

NOTED
FORREST COOPER

RECEIVED
JUL 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

June 27, 1968

Mr. Lowell K. Bridwell
Federal Highway Administrator
400 6th S. W.
Washington, D. C.

Dear Mr. Bridwell:

The City of Pendleton has presented to you a very serious problem concerning the present plan of the west interchange of Highway Interstate 80 North. Since the construction plans were completed and construction commenced there have been changes and also other considerations which were not brought into the planning at previous approval by the County of Umatilla and the City of Pendleton' relative to the need for access on the south side of the highway at that point.

As indicated by the City's letter, the State Highway Commission indicated to us at a meeting that if your Department approved of the access and the state did not have to furnish all the funds that the access could be located at this crucial place.

I shall not go into details since the numerous problems are clearly set out in the City's letter, but I wish to emphasize the importance to the county road system in Umatilla County in having an access at this place. In fact, a decision for access at that location is urgent.

We understand that your first impressions were that some members of your Department felt that because of a safety factor there should not be two lines of traffic come off the same place.

We have seen this in other places in the State of Oregon and it seemed to be safe enough; however, if that is a great factor we suggest that you carry out the proposal which the County is still on record of favoring, that is an additional interchange approximately one mile west.

Very truly yours,

D. R. Cook

D. R. Cook
County Judge

RECEIVED
JUL 10 1968
FOR FILING
I-80N-5(29)204
7097

July 9, 1968

1695

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Pile Driving Operations
Pendleton Section
Old Oregon Trail Highway
Contract No. 7097
Oregon Project I-80N-5(29)204

Dear Sir:

The deficiencies noted in your Inspection-in-Depth Report dated June 3 and 4 have been corrected.

The pile bearings were recomputed and the new bearing values posted in the pile records without prompting from the Salem office.

The steel piling from both the Kasasaki and Yawata plants have been sampled and found acceptable. The test results are found on Laboratory Reports No. 858812 and 858813.

We have issued instructions to the field requiring a check sample of all foreign-made steel being supplied to projects currently under contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

AAR:jr ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 28, 1968

In reply refer to: 08-35-DA/439

[illegible]
Merchant

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section, Old Oregon Trail Highway
Inspection-in-Depth into Pile Driving Operations

We are transmitting a copy of our inspection-in-depth report on the subject project. We find the project to be generally in good shape except for two items mentioned in the report. We feel that these items should be corrected. May we have your reaction to these points and if corrections are made please indicate what they are.

Enclosure
Report

Copy - Young

Merchant -
RD

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL - 2 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3568 - 1045 - [illegible]

FORM PR-330
(REV. 10-63)

OSHD (Klaboe)
File 439
Region (3 cys)
Wash DC thru Region
Admin Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

grh/11h

REGION 8	DIVISION Oregon	COUNTY Umatilla	PROJECT NUMBER I-80N-5(29)204

DATE OF INSPECTION: 6-3 &4-68

PHASE(S) INSPECTED: Pile driving operations

INSPECTION MADE BY:
H. A. Schell, Area Engr
P. R. Luckeroth, Br Engr
R. A. Nichols, Area Engr

IN COMPANY WITH:
H. N. VanCleave, Res Engr, OSHD

REPORT PREPARED BY:
H. A. Schell, Area Engr

PROJECT INCLUDES:
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) ____________

CONTRACTOR (Name and address):
Rogers Construction, Inc., Portland, Oregon

CONTRACT AMOUNT: $ 7,958,236

PROJECT STATUS (% comp.): 17

LOCATION:
Project is located southerly of Pendleton starting at Sta 1083+40 3 miles westerly of the city limits to Sta 207+00 which is 2 miles easterly of the city limits.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

1. **SUMMARY OF FINDINGS:**

Finding

Pile bearing was not computed according to specification formula. A review of the Resident Engineer's method of computing the pile bearing formula was found to exclude the two-thirds reduction required for the use of a diesel hammer. The hammer utilized on this project is a McKiernan-Terry DE-30 Diesel.

Recommendation

It is recommended that the Resident Engineer recompute the bearing on all piling driven to date and place the correct bearing in the piling book.

(more)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 2 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

EDITION OF (5-64) IS USABLE

Finding

Two foreign steel manufacturers were found to have furnished steel piling to the project. On other projects some foreign steel certifications have not been completely accurate and did not cover all steel incorporated into the structure.

Recommendation

It was recommended that the State furnish a section of the web to the Materials Lab to verify the physical properties recorded on the materials certification for at least one piece of steel from each foreign manufacturer. The Resident Engineer indicates he will take care of this submission.

DETAILED REPORT ON INSPECTION:

In reviewing the Resident Engineer's method of computing pile bearings it was found that he had excluded the two-thirds factors required in the specifications for the use of a diesel hammer. The piling book was checked and after a quick review it was found that about 10% of the piling driven to date will be below the 50 tons required by the plans and specifications; however, it is apparent from the driving record and the actual field driving conditions that when the piles do come to bearing they reach it rapidly. Most piling are driven to solid rock and it is felt that the small percentage of piling that did not reach the bearing is not significant enough to cause concern about the integrity of the foundation. The Resident Engineer has overdriven all piling according to the formula load P=2WH/S+2/10 and because of this overdriving no problem is expected. The procedures are somewhat contrary to specification requirements and should be corrected.

The Resident Engineer was found to have good records on each individual piece of pile and could easily trace the heat numbers to materials certification; however, it was found that piling has been furnished by the Kasasaki and Yawata Iron and Steel Company of Japan and because of previous difficulty on other jobs it was felt that at least one section of the web from each manufacturer should be furnished for physical property testing at the lab.

Field books were found in excellent shape and general procedures appeared to follow State requirements accurately.

A copy of the detailed guideline notes used in making the inspection is attached to the Division office copy of this report.

RECEIVED
JUL 17 1968
FORM E-30X—50M—7-66

[illegible]

[illegible]
I-80N-5([illegible]
[illegible]

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 9, 1968

To: A. F. Parson
Division V Engineer
LA GRANDE

SUBJECT: Community College Signing
Pendleton Section
Old Oregon Trail Hwy. - I80N
Contract No. 7097

TE Assignment 6536

The Bureau of Public Roads has recently given the Highway Department permission to install signing for community colleges on interstate freeways. In order to implement this, there are attached plans for signing to Blue Mountain Community College with permanent type signs at West Pendleton Interchange on the above named section. The signing has been accomplished by adding it to the existing "NEXT RIGHT" sign for eastbound traffic and adding a new "NEXT RIGHT" sign for westbound traffic.

In addition, the destination was added to two ramp terminal signs. The attached plans show these changes along with the revisions to the supports. Bridge Drawing No. 23224 for the double sign support post revision is being forwarded to you separately by the Bridge Division.

Would you please arrange to have this work included in the contract as a participating item.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

DPD:jf:mk
Attachments
cc: Tom Edwards (Attachment)
T. C. Roake (Attachment)

NOTED
TOM EDWARDS

RECEIVED
JUL 5 - 1968
FOR FILING

I-80N-5(22)214
1097

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 3, 1968

SUBJECT: Revision in Illumination Work
South Pendleton Interchange

To: F. D. Morgan
Construction Engineer
BUILDING

NOTED
F. B. KLABOE

Dick Nichols, Area Engineer for the Bureau of Public Roads, contacted this office and requested that some action be taken to revise the illumination work in the Pendleton Bypass contract such that breakaway bases be installed on the illumination poles for this project.

Discussions with the division office indicated that the contractor wanted to start work immediately on the concrete footings and the underground cable at the South Pendleton Interchange, and further, that all anchor bolts for the entire project have been fabricated and delivered to the job site. It was further revealed that on the South Pendleton Interchange all but two of the poles were either 36 feet from the shoulder or were located behind guardrail. Two of the poles were unprotected in gore areas. Mr. Nichols was contacted again by this office and the following plan evolved.

1. The contractor be permitted to proceed with installation of all poles at the South Pendleton Interchange as shown on the original plans with the exception of the two poles mentioned above.

2. The Traffic Division has prepared and attached revised data necessary for the fabrication and inclusion of breakaway bases (Texas style) on the two poles mentioned in Item 1 and on all other poles for the remainder of the project.

3. Mr. Nichols indicated that such plan was acceptable to the Bureau.

It is, therefore, requested that you transmit the attached material to the division with the request that they negotiate with the contractor on the above outlined basis.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

cc: Tom Edwards
F. B. Klaboe

RECEIVED
JUL 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

(2-61) UNITED STATES GOVERNMENT

RECEIVED

Memorandum

FOR FILING

I-80N-5(29)204

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 17, 1968

In reply refer to: 08-35.DA-3

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(29)204
Old Oregon Trail Highway-Pendleton Section
State Force Order No. 3
Total estimated amount of the Order: $3,498.48
Federal participation: $3,148.63

Reference is made to your letter dated June 12, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to per form the work most economically.

NOTED
F.B. KLABOE

Reimbursement is to be made at the agreed unit prices. A signed copy of the order is returned herewith.

Attachment

6-20-68

REFERRED TO
w/enc.
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—3M

Contingent upon modification of
project agreement if additional
funds are [illegible]
Date G-1P H. C. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Pendleton Section Date June 3, 1968

Highway Old Oregon Trail Contract No. 7097 F. A. Project No. I-80N-5(29)204

County Umatilla Prefix 630-1098 Account No. 278-03

Description of Work To Be Done:

Paint traffic lines and markers as required throughout the project.

Location by Station Numbers:

1083+00 - 307+00

Estimate of Quantities and Costs:

White solid line - 3-inch 37.56 miles @ $44.00/mile	$1,652.64
White-intermittent - 4-inch 18.78 miles @ $28.00/mile	525.84
Incidental Interchange Pavement Legends 44 hrs. @ $30.00/hour	1,320.00
Total	$3,498.48

Explanation:
Work to be performed by State Forces. Agreed unit prices as per memorandum dated July 3, 1967. $3,500.00 authorized for this work. Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $3,498.48 for work under this order	$9,808,662.65
Expected under-run over-run (amount)	$ —
Expected under-run over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~[illegible]~~

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved: /s/ L. H. Young
~~[illegible]~~
~~[illegible]~~
Office [illegible]

RECEIVED
JUN 18 1968

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204
7097

June 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Change Orders
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

NOTED
F. B. KLABO

Gentlemen:

Herewith you will find the following data pertaining to the City of Pendleton Contract:

(1) Two copies each of Change Orders Nos. 6, 7, 8, 9, 10, 11 and Addendum No. 1 to Change Order No. 3.

(2) Two copies of Mr. Staebler's letter to Mr. Fillmore, dated May 20, 1968, which gives an explanation for the items contained in Change Orders Nos. 6,7,8,9,10, 11 and Addendum to No. 3.

(3) Two copies of a transmittal letter from Alfred Shirley, Assistant Division Engineer, to F. D. Morgan dated April 26, 1968.

(4) Two copies of Mr. Staebler's letter to Mr. Fillmore, dated April 22, 1968, regarding specifications for crushed rock.

(5) Two copies of Galey Construction Company's letter to Mr. Staebler dated April 11, 1968, which gives a breakdown of cost for labor, equipment and materials on Change Order No. 10 and Addendum to Change Order No. 3.

(6) Two copies of Galey Construction Company's letter to Mr. Staebler, dated April 4, 1968, which gives some justification for Change Orders Nos. 3, 6, and 7.

(7) Two copies of Galey Construction Company's letter to Mr. Staebler, dated March 19, 1968, which explains additional engineering costs as shown on Page 2 of Change Order No. 8.

The above listed Change Orders have been reviewed and approved by our Assistant Division Engineer and Chief Cost Analyst. Your approval of these change orders and confirmation of the verbal authorizations to proceed with the work is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enclosures

JMC:ss

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JUN 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

1968

I-80N-5(22)

1077

June 6, 1968

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. H. G. Kraus
City Engineer

RE: Fire Alarm Cable Adjustment
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204

Gentlemen:

Your billing and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 5, 1968, have been approved by the State and the Bureau of Public Roads subject to a review by our Accounting Division. This will confirm our verbal authorization to proceed with the work as of November 2, 1967.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss:fw

bc: F. B. Klaboe
R. E. Simpson
L. H. Young (2) (w/att.)
C. H. Maison "
A. F. Parson (2) "
C. D. Hiatt "
Robert Pool "
C. E. Payton "

*Note to Division Engineer A. F. Parson: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
JUN 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 31, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
Old Oregon Trail Highway
Contract No. 7097
Time Extension Request

In accordance with the tentative agreement made with Mr. Litchfield during the telephone conference with him on May 27, 1968, our concurrence in extending the contract time on the subject project is revised to 78, 117, and 108 calendar days for Schedules A, B, and C, respectively.

REFERRED TO.
Litchfield Young Mason
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1968

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

7077

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 31, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R M Avery
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Fire Alarm Cable Adjustment

You are authorized to proceed with the utility adjustment work under the agreement furnished with Mr. Litchfield's May 17, 1968 letter. Our participation will be limited to the physical work performed and materials used after the February 5, 1968 date of notice, under the unforeseen circumstance clause of paragraph 7n of PPM 30-4.

Authorization for utility preparatory work was granted effective September 2, 1966.

This City owned utility adjustment is accomplished under the State-City Agreement of January 25, 1966, approved on February 16, 1966 by this office.

This work is governed by PPM 30-4 dated October 15, 1966.

6-5-68

REFERRED TO
Mason - Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT
Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.-Salem OR 97301

DATE: May 22, 1968
In reply refer to: 08-35-DA

I-80N-5(22)204
7097

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

for

FROM R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Time Extension Request
Pendleton Section
Old Oregon Trail Highway
Oregon Project I-80N-5(22)204
Contract No. 7097

Reference is made to Mr. T. W. Litchfield's May 8, 1968 letter on the above subject.

We concur in extending the contract time for Schedule "A" 78 calendar days, for Schedule "B" 114 calendar days, and Schedule "C" 92 calendar days.

5-24-68
REFERRED TO
Litchfield - Young - Morgan - Mason
BY ASST STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1968

I-80N-5(29) 264

3197

May 21, 1968

Mr. Rudy R. Enbysk
City Manager of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

This will acknowledge your letter of May 20 concerning terms of a Permit of Entry to the State regarding a sanitary sewer plant owned by the City of Pendleton.

I checked with Mr. Litchfield's office, who handled the Permit of Entry, and was advised that the matter is now in the hands of the Right of Way Department. I am, therefore, forwarding your letter to Mr. D. H. Moehring, Right of Way Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Mr. David Moehring
Mr. Frank Morgan
Attn: Ted Litchfield

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

May 20, 1968

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

On September 25, 1967, we forwarded to you a "Permit of Entry" on certain described city owned land that housed a sanitary sewer pretreatment plant. The Permit of Entry, which was drafted by the State of Oregon, included the following language:

> "It is further understood that the State Highway Commission will either negotiate a settlement as a supplement to the above-mentioned January 25, 1966, agreement or institute condemnation proceedings by March 1, 1968, and in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State takes legal possession."

March 1, 1968 has come and passed. We are most anxious to see this matter resolved. Please advise.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE:dpm

cc: Jim Poirot, CH2M, Seattle
Elmer Seegmueller, CH2M, Corvallis

NOTED
FLOYD QUERY

RECEIVED
MAY 21 1968
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

MAY 27 1968

I-80N-5(37)

7097

MAY 20 1968

R. L. PORTER

32-12

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

We are enclosing a copy of our reply to the Mayor of Pendleton, Oregon, Mr. Eddie O. Knopp and his recent appeal, to which you refer in your communication of May 14. The Bureau of Public Roads through observation and study, has found that a direct local access connection to an interchange, such as desired by the Mayor, results in serious traffic operational problems. It is in the interest of safety, therefore, that the Bureau has determined that the desired additional access should not be permitted.

In times past, the type of access connection desired by Mayor Knopp had been permitted on occasion. We are no longer permitting such points of ingress to and egress from interchange ramps, however. We are appreciative of the desire for a better means over that existing of highway access to the area that would be served, and will cooperate in any means of access the State establishes to be appropriate, but this should be by other than direct connection to an Interstate interchange ramp.

In answer to their respective inquiries, Senator Mark O. Hatfield and Congressman Al Ullman are being advised similarly.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOTED
F. B. KLABOE

Enclosure
Transmitted Correspondence

R. M. Phillips, Regional Federal Highway Administrator, Region 8,
Portland, Oregon
R. E. Simpson, Division Engineer (2), Salem, Oregon

THE CITY OF PENDLETO

P. O. Box 190
PENDLETON, OREGON 97801

April 15, 1968

Mr. Francis C. Turner
Acting Highway Federal Administrator
Matomic Building, 1717 H Street
Washington, D.C.

Dear Mr. Turner:

This letter is to advise you of a problem which faces the City of Pendleton at the west interchange of Highway Interstate 80 North near our municipal airport. Present construction plans call for a trumpet interchange which permits an interchange of traffic on the north side of the highway, which is the present U.S. 30 leading into Pendleton, but gives no access on the south side. We enclose a map showing the general area involved.

South of the interchange is the only property in the vicinity of Pendleton for industrial expansion. Industries presently existing in the area include a sawmill, and a large elevator belonging to Pendleton Grain Growers where they plan a feed mill and other developments. There is a 30 acre industrial site which has recently been purchased by the Port of Umatilla, as well as other lands available, some of which belong to the Union Pacific Railroad. All of this property is served by railroad trackage.

The small community of Rieth is also located in this area west of Pendleton. Presently there exists a road from Rieth leading north to U.S. 30 at the top of Reith Ridge. Access to this road will be cut off by the new interstate highway. Also in the area is a county road on Birch Creek which will soon be paved by the County, and will place more traffic in the area. Negotiations are now underway for an industry to locate in this area.

Plans are presently underway near one of the industrial sites for a recreational tourist area to be called "Fort Pendleton" This will

THE WORLD'S ROUND-UP CITY

involve the reconstruction of a western town with a large development for tourists. Access to this are should be direct from the interchange.

As the present interchange is situated this problem could be solved easily and satisfactorily by having a slip ramp to this area from the trumpet interchange for traffic going east, and an on-ramp onto the trumpet interchange.

On March 25, 1968, members of the Pendleton City Council met with the Oregon State Highway Commission in Portland to discuss this problem. We were informed that the Highway Commission had no objections to access from this trumpet interchange, if the Bureau of Public Roads would approve of it and expend interstate highway funds for its construction.

There have been some changes in conditions in this area since the determination for a trumpet interchange was made, which show us that it is extremely important for the traffic to be served in this area by an access off and on the trumpet. We have driven the interstate highways and find similar types of accesses.

We met with your Mr. Simpson in Salem, who has just arrived in Oregon, and is not completely familiar with all the problems. His indication to us was that we should wait and see how the traffic works with the trumpet interchange after construction. However, it is important to this Pendleton area and the City of Pendleton, which is the largest community in Eastern Oregon, to have this constructed now. It is also obvious that constructing it now would be less expensive than in the future.

We are writing to Senators Wayne L. Morse and Mark O. Hatfield and to Congressman Al Ulman to assist us in presenting our problem to you so that we may have the best possible design of Interstate 80 North in Eastern Oregon.

We are, therefore, requesting that the off and on ramp as indicated on the attached drawing be constructed at this time for the benefit of the citizens of Pendleton.

Since construction is presently underway, your immediate attention is quite urgent. Your early approval will be greatly appreciated.

Sincerely,

Eddie O Knopp

Eddie O. Knopp
Mayor

Enclosure

FOR[illegible] 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

MAY [illegible] 1968

I-[illegible]
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Fire Alarm Cable Adjustment
City of Pendleton
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find two copies of the City's bill for time and materials which constitutes their revised estimate, and two copies of a sketch map showing the work accomplished.

This was an unanticipated conflict overlooked by City and State personnel. It was brought to Mr. Preston's attention on November 2, 1967 that the City's fire alarm cable was attached to a power pole located on S. W. 23rd near the Cemetery, which was in conflict with the new sewer line being installed. Mr. Krause, City Engineer, also advised that there were fire alarm cables on S. W. 20th Street which would conflict with the proposed construction. His estimate of cost to relocate these facilities was $500. Since this was considered a minor adjustment, Mr. Preston gave verbal approval as of November 2, 1967 to proceed with the work, subject to further review of the estimate and sketch. Since the City's plan for relocating their fire alarm facilities had not been completed, a temporary adjustment was performed immediately at this location.

Mr. Krause notified us on February 5, 1968, that further investigation and negotiation with Pacific Power & Light Company had led to a firm plan for the relocation of the City's fire and siren cables on power poles asshown on the attached sketch. This investigation indicated that there was more cable in conflict than originally anticipated. Thus, the estimated cost for the work was revised to $900. Since the existing cables were contacted on other utility poles, the removal of the cables and their re-installation must be coordinated with the work of the other utilities in theares. This did not allow time to submit a detailed estimate and sketch.

After a telephone discussion with your Mr. Girvin, we advised Mr. Krause to proceed with work, reimbursement would be subject to our further review of the estimate and sketch.

This work has been reviewed in the field by Mr. C. E. Payton, Field Utility Liaison Engineer, he reports that the fire alarm and siren cables were in conflict and the plan prepared by the City was the most practical and enconomic solution available.

Your approval and participation in this work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
Encl.

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
MAY 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1968

I-80N-[illegible]
[illegible]

MAY 16 1968

Honorable Al Ullman
House of Representatives
Washington, D. C. 20515

Dear Mr. Ullman:

I am enclosing a copy of the reply by the Director of Public Roads to the Mayor of Pendleton, Oregon, Mr. Eddie O. Knopp and his recent appeal, to which you refer in letter of April 25. The Bureau of Public Roads through observation and specific study, has found that a direct local access connection to an interchange, such as desired by the Mayor, results in serious traffic operational problems. It is in the interest of safety, therefore, that the Bureau has determined that the desired additional access should not be permitted.

In times past, the type of access connection desired by Mayor Knopp had been permitted on occasion. We are no longer permitting such points of ingress to and egress from interchange ramps, however. We are appreciative of the desire for a better means over that existing of highway access to the area that would be served, and will cooperate in any means of access the State establishes to be appropriate, but this should be by other then direct connection to an Interstate interchange ramp.

Sincerely,

John F. [illegible]
Deputy [illegible] Administrator

Enclosure

NOTED
FORREST COOPER

RECEIVED
MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AL ULLMAN
2D DISTRICT, OREGON

COMMITTEE ON
WAYS AND MEANS

Congress of the United States
House of Representatives
Washington, D.C. 20515

April 25, 1968

Mr. Lowell K. Bridwell
Federal Highway Administrator
400 6th S. W.
Washington, D. C.

Dear Mr. Bridwell:

The City of Pendleton has sent me a copy of a letter they have written you concerning a problem at the west interchange in Pendleton, Oregon, on Interstate 80. Over the years, I have kept myself posted on the transportation in the Pendleton area. It is served by the main line of the Union Pacific Railroad, a branch of Northern Pacific Railroad, by United Airlines, by Highway U. S. 395, Highway U. S. 30, and now by Interstate Highway 80 North, and is the terminus for the future Highway U. S. 82. Pendleton is the largest community in northeastern Oregon and obviously the hub of transportation.

I visited the interchange in question during the recent Easter recess and observed that the present need for access as requested by the City of Pendleton is apparent.

Inasmuch as construction there is in progress, I would appreciate your prompt attention and consideration of this problem with a satisfactory solution.

Sincerely,

Al Ullman

Al Ullman, M. C.

AU/ka

[illegible]

MAY 20 1968

FOR FILE

I-80N-5[illegible]
7097

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

May 16, 1968
Salem, Oregon

SUBJECT: Haul Road Crossing
UPRR M.P. 218.46
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Contract No. 7097

To: Mr. A. F. Parson
Division Engineer
PO Box 850
LaGrande, Oregon 97850

UTED
F. B. KLABOE

The haul road used by Rogers Construction Co., Inc., at the above-captioned location has been the subject of some recent discussion with the Railroad and the Contractor.

It has been decided that the employment of a Railroad flagman at this location is a desirable thing from the standpoint of safety and in conformance with our Standard Specifications, Section 7-30. Inasmuch as this crossing is a public road, the State and contractor will share the cost of the railroad flagman on a 50-50 basis. I understand this has been discussed with the contractor and is acceptable to him.

I discussed this matter with Mr. R. E. Simpson of the Bureau of Public Roads on May 2, 1968, and he gave his approval of BPR participation on this basis.

Copies of this letter are being sent to those indicated below so that they may take the proper action.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson (w/copy of UPRR letter)
F. B. Klaboe " "
L. H. Young " "
C. H. Maison " "
C. D. Hiatt " "
C. E. Payton " "

NOTE: A S.F.O. should be written to cover this additional railroad protective work. This is not to be included in the $11,000 the State will bear, as set forth on Page 8 of the Special Provisions. The contractor will reimburse the State for 50% of this S.F.O.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 14, 1968

(File Ref. D 323 - 1 - 68)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Confirming recent conversations between Mr. Litchfield and my office regarding use of a public road crossing over our tracks and right of way at grade east of Pendleton, at Railroad MP 218.46 by State's Contractor, ROGERS CONSTRUCTION, INC. in connection with reconstructing the Old Oregon Trail Highway to Interstate standards:

During those hours crossing is in use by State's Contractor a Railroad Watchman will be placed to protect train operations and State will be billed for expense incurred by our Company. Understand State is agreeable to accepting this billing and will reimburse the Railroad accordingly.

Please arrange for advance notice to the Railroad of any changes in the Contractor's hauling hours so our Watchman's schedule can be adjusted to conform.

Yours very truly,

W. G. Johnson

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 15 1968
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

[illegible]
MAY 20 1968
FOR FILING

MAY 10 1968

32-12

Honorable Eddie O. Knopp
Mayor of Pendleton
Pendleton, Oregon 97801

Dear Mayor Knopp:

Following receipt of your letter of April 15, our Office of Engineering and Operations reviewed further the feasibility of the desired direct access connection to the West Pendleton interchange of Interstate Route 80N. While we are understanding of the resultant economic benefits to the area, our further findings have confirmed our earlier determination that the additional access that would not be in the public interest in consideration of the resultant hazards to Interstate highway traffic.

No matter how well it might be designed, the addition of the desired access connection to the already complex trumpet interchange would complicate directional signing of the Interstate travel lanes, and would introduce operational problems as the drivers of vehicles would be indecisive of their proper lanes of travel.

The area that would be served, the area south of the interchange, is now accessible by means of Reith Road, and the relatively small amount of indirectness of travel required cannot be considered to warrant introduction of hazard to high speed Interstate traffic; and there is not benefit to the Interstate highway traveler that would warrant expenditure of relatively limited Federal-aid Interstate highway funds to finance the costs of the desired additional access connection.

Following completion of the Interstate highway, there will be continuing observation of traffic operations. If it is then determined by the State Highway Commission that additional access connections are necessary to serve needs of Interstate highway traffic having origin or destination in adjacent areas, we would give prompt attention to any proposal in that respect; but the access should be other than by connection to an interchange ramp.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

RECEIVED
MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

April 15, 1968

Mr. Francis C. Turner
Acting Highway Federal Administrator
Matomic Building, 1717 H Street
Washington, D.C.

Dear Mr. Turner:

This letter is to advise you of a problem which faces the City of Pendleton at the west interchange of Highway Interstate 80 North near our municipal airport. Present construction plans call for a trumpet interchange which permits an interchange of traffic on the north side of the highway, which is the present U.S. 30 leading into Pendleton, but gives no access on the south side. We enclose a map showing the general area involved.

South of the interchange is the only property in the vicinity of Pendleton for industrial expansion. Industries presently existing in the area include a sawmill, and a large elevator belonging to Pendleton Grain Growers where they plan a feed mill and other developments. There is a 30 acre industrial site which has recently been purchased by the Port of Umatilla, as well as other lands available, some of which belong to the Union Pacific Railroad. All of this property is served by railroad trackage.

The small community of Rieth is also located in this area west of Pendleton. Presently there exists a road from Rieth leading north to U.S. 30 at the top of Reith Ridge. Access to this road will be cut off by the new interstate highway. Also in the area is a county road on Birch Creek which will soon be paved by the County, and will place more traffic in the area. Negotiations are now underway for an industry to locate in this area.

Plans are presently underway near one of the industrial sites for a recreational tourist area to be called "Fort Pendleton" This will

THE WORLD'S ROUND-UP CITY

involve the reconstruction of a western town with a large development for tourists. Access to this are should be direct from the interchange.

As the present interchange is situated this problem could be solved easily and satisfactorily by having a slip ramp to this area from the trumpet interchange for traffic going east, and an on-ramp onto the trumpet interchange.

On March 25, 1968, members of the Pendleton City Council met with the Oregon State Highway Commission in Portland to discuss this problem. We were informed that the Highway Commission had no objections to access from this trumpet interchange, if the Bureau of Public Roads would approve of it and expend interstate highway funds for its construction.

There have been some changes in conditions in this area since the determination for a trumpet interchange was made, which show us that it is extremely important for the traffic to be served in this area by an access off and on the trumpet. We have driven the interstate highways and find similar types of accesses.

We met with your Mr. Simpson in Salem, who has just arrived in Oregon, and is not completely familiar with all the problems. His indication to us was that we should wait and see how the traffic works with the trumpet interchange after construction. However, it is important to this Pendleton area and the City of Pendleton, which is the largest community in Eastern Oregon, to have this constructed now. It is also obvious that constructing it now would be less expensive than in the future.

We are writing to Senators Wayne L. Morse and Mark O. Hatfield and to Congressman Al Ulman to assist us in presenting our problem to you so that we may have the best possible design of Interstate 80 North in Eastern Oregon.

We are, therefore, requesting that the off and on ramp as indicated on the attached drawing be constructed at this time for the benefit of the citizens of Pendleton.

Since construction is presently underway, your immediate attention is quite urgent. Your early approval will be greatly appreciated.

Sincerely,

Eddie O. Knopp

Eddie O. Knopp
Mayor

Enclosure

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 8, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Time Extension
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

NOTED

Dear Sir:

As you know, the City, with the approval of the State and your office, awarded a contract to the low bidder (Galey Construction Company) for the purpose of adjusting their water and sewer facilities which were in conflict with this project. Since most of this work is reimbursable, the City has requested the State and the Bureau of Public Roads to concur in Galey Construction Company's request to the City of Pendleton for 78 calendar days time extension on Schedule "A", 114 calendar days extension on Schedule "B", and 92 calendar days extension on Schedule "C". The contractor's request is based on delay of award of the contract, delay due to lack of permit of entry, weather conditions not originally anticipated and unanticipated additional work.

Bids were opened on this project on July 27, 1967; however, the project was not awarded until September 25, 1967. This was due to unanticipated right of way problems. Our September 13, 1967 certification that all rights of entry had been acquired allowed you to concur in the award effective September 14, 1967. Our letter to the City dated September 15, 1967 confirmed verbal authorization to proceed with the award of the contract effective September 14, 1967. The City was unable to contact Mr. Galey until the following week (September 14th is on a Thursday); therefore, it was September 25, 1967 before the contract was awarded. Provision for time extension is made under paragraph 21 of General Condition of Contract Documents for Utility Relocation for City of Pendleton, Oregon dated June, 1967. Also Paragraph 7 of Addendum No. 1 states: "If for any reasons the owner "(City)" delays the award of the contract for a period of 10 days after the bid opening, the time of completion for all schedules shall be extended the same period that the award is delayed beyond the 10-day period."

This would appear to grant an automatic extension of time, beyond 10 days, for delays in award of contract. The last day that award could have been made without this extension was August 6, 1967, (10 days after the bid opening), but the contract was not awarded, as mentioned above, until September 25, 1967 (60 days after the bid opening). We therefore, recommend granting a 50-day extension on all schedules because of the delay in contract award.

On the day following award, the contractor commenced work at the river crossing of the sanitary sewer on Eastern Oregon State Hospital property. However, he was almost immediately halted by representatives of the hospital, and it was October 5, 1967, before he was allowed to proceed.

The 10-day delay for right of entry to Eastern Oregon State Hospital and Training Center property was an unusual situation. The hospital, a State agency, operating through its State Board of Control, refused to allow the contractor to work on their property until they had assurance in writing from the State Highway Department that the function of their 15-inch outfall sewer would not be impaired by highway construction in this area.

The fact that the 15-inch outfall sewer owned by the hospital enters the 36-inch sanitary sewer owned by the City of Pendleton with flow lines at the same elevation was the subject of Mr. Staebler's letters dated March 3 and March 14, 1967. These letters indicate the hospital personnel were award of the present condition and the fact that we would, for all practical purposes, duplicate the present condition in the reconstructed facilities. Presumably the hospital did not intend to take any corrective measures at the time of our construction.

When the contractor was refused entrance to the hospital ground, we contacted the Board of Control and worked out a solution to the problem. Verbal promises to the contrary, the contractor was not allowed to enter hospital property until October 5, 1967. The contractor had ordered pipe and other materials before award for Schedules "B" and "C". These had not arrived in sufficient quantities to allow him to proceed with this work; consequently, he was unable to work during the 10-day delay. This, in effect, delayed the whole project 10 days. Also, had we known that we would not be allowed to work on hospital property, we would not have awarded the contract.

On October 18 it was necessary under reasonable working conditions for the contractor to trespass on the Brogoitti property outside of the easement already acquired near the West Pendleton Interchange. This trespass pointed out a need for a small additional easement in this vicinity. This parcel wasn't cleared for use until November 16, 1967, but the only real delay was the expense and time involved in moving the equipment in and out of the area, amounting to one day. The work here is part of Schedule "A".

Since the right of entry to the hospital property was delayed by the hospital objecting to the proposed reconnection of their 15-inch sewer line to the City's new 36-inch sewer main, we feel the delay should be considered to be an engineering design problem rather than a right of way settlement problem. The trespass on the Brogoitti property was a minor oversight. Therefore, we recommend that you concur in the 11-day extension for Schedules "A", "B", and "C".

When preparing his bid on this project, the contractor based his costs on performing the work from August to November. The delay in award forced performance of this work from October through February. The contractor insists that due to the special terrain and soil conditions, the adverse weather experienced from November through February delayed his operations 25 per cent on Schedule "A", 50 per cent on Schedule "B" and 30 per cent on Schedule "C".

Table I compares the amount of delay that would have been experienced if the contract had been awarded at the time the bids were opened, with the delay actually experienced. It is difficult to determine just how much delay weather has on work of this kind. We do know that rain, wind and cold temperatures have a decided affect on production. This is especiallytrue on Schedule "B" which comprises steep terrain covered with clay soil.

TABLE I

Schedule	Adverse Weather Days Occurring Within Specified Completion Period			Adverse Weather Days Occurring During Acutal Work Period		
A	8-6- to 10-22	=	6 days	9-26 to 1-8-68	=	24 days
B	8-6 to 11-5	=	10 days	9-26 to 2-29	=	38 days
C	8-6 to 11-15	=	10 days	9-26 to 2-29	=	38 days

An adverse weather day, as referred to in Table I, is defined as precipitation (rain or snow) 0.1 inch or more, wind over 25 mph, and a maximum temperature of +32° F. or less. Table I does not consider a day having precipitation of less than 0.1 inch as an adverse weather day; however, since Schedule "B" comprises such adverse terrain and soil conditions, it is felt that measurable precipitation of less than one tenth of an inch is a factor affecting production on this schedule. Measurable precipitation of less than one tenth of an inch is not as significant as the factors considered in Table I; however, a reduction in performance would be experienced on days when the maximum temperature was 33° or there was a wind of 24 mph or perhaps both. Therefore, we feel that adverse weather days consisting of days having measurable precipitation in addition to those indicated in Table I is a realistic approach to this problem.

Table I indicates that on Schedule "B" the contractor experienced 28 more adverse weather days during this contract than would have happened if the contract had been allowed to proceed immediately after bid opening. A study of the above-mentioned weather reports also indicates that there were 21 days of measurable precipitation of less than one-tenth of an inch. Thus there is a total of 49 days of unanticipated adverse weather the contractor experienced by having the award delayed. Therefore, in accordance with Paragraph 21 of the Specs, we concur with the contractor that a 50 percent increase in time on Schedule "B" is reasonable. There were 106 calendar days between November 15 (the original completion date) and February 29. (No adverse weather days indicated in March). We recommend 50 per cent of 106 calendar days equals 53 days extension on Schedule "B".

The terrain is not as rough on Schedules "A" and "C"; therefore, on Schedule "A" it seems reasonable to allow one-half the increase allowed for Schedule "B". The original completion date for this schedule is October 22. The contractor completed this work on January 8, 1968, therefore, in accordance with the specs, we recommend 25 per cent of 78 days, equals 20 days extension of Schedule "A".

Since the terrain in Schedule "C" is steeper and more difficult than Schedule "A:, it seems reasonable that production was reduced by one-third. This schedule had an original completion date of November 15, 1967. The contractor completed the work on March 7, 1968. Since no adverse weather days occurred in March, we recommend one-third of 106 days equals 35 days extension on Schedule "C", which is in accordance with the specs.

We understand the current Union-AGC agreement recognizes the following legal holidays during the part of the year when the work on the contract was being performed:

Labor Day - September 4 - Monday
Thanksgiving & Day Following - November 23 & 24 - Thursday & Friday
Christmas - December 25 - Monday
New Years - January 1 - Monday

Under this contract as originally contemplated the only holiday that would have affected Schedules "A", "B", and "C" was Labor Day. Following the award late in September and the time necessary to complete the work, the holidays that had an affect on the project were the two days at Thanksgiving, Christmas and New Years. It then seems appropriate that these three days additional time be granted for this difference in the number of holidays plus one day to compensate for the weekend involved in converting, between calendar days and work days.

Unanticipated additional work has been set out in change orders. Their effect on the three schedules is discussed below:

Change Order No. 1 - This is for the pressure release valves on the 30-inch water line and covers only Schedule "C". A delay of two weeks was experienced in obtaining delivery of the water valves and two days was required for their installation. This work was additional work to that included in the contract, and for all practical purposes, was performed after completion of the work that was part of this Schedule. He actually used 16 days to accomplish the work which appears reasonable, therefore we recommend 16 days extension for this change order.

Change Order No. 2 - Included elimination of part of the siphon installation near Station 1295 and protection of the sewer line involved. This order eliminated about 15 feet of three pipe sections of the sewer and 85 feet of cased larger line, as well as some work on the siphon box. Had the contractor been able to proceed with the contract work as designed when he was working in the area, it is estimated that the eliminated work could have been performed in three days. The contractor was certainly inconveienced because of the delay in obtaining the decision as to just what would be done in this area. A day or so was spent in providing protection to the partially completed installation. This was necessary to eliminate the agreed portion of the work. We feel that the delay in receiving a decision on this matter is compensated by the elimination of a portion of this work. Therefore, we recommend no revision in the completion dates as a result of this change order.

Change Order No. 3 - This order involved the construction of detours near each end of the project, and the construction of water and sewer connections to houses that were overlooked, or for some other reason not included in the project plans. The detour at the west end, which is a part of Schedule "A", took 3 days to complete. The detour at the east end, part of Schedule "C", took 2 days. The water and sewer connections were part of Schedule "B" and cost an estimated $2,700. It would be hard to determine just how much time was involved in the installation of these water and sewer connections, since the work was performed concurrently with other contract work. On a time-money basis, the contractor would be entitled to one day. We therefore recommend three days extension for Schedule "A", one day extension for Schedule "B" and two days extension for Schedule "C" for this change order.

Change Order No. 4 - This order involves only some minor work that may or may not be required. If needed, the time involved would appear to be too short to be considered.

Change Order No. 5 - This change order establishes prices for excavation depth needed, but not included, in the items for Sheet 8. Any additional time involved appeared too short to be considered.

Change Order No. 6 - This order involves the replacement of a water line along the cemetery on S. W. 23rd Street, the connection of two sewers on Sheet 5F, and the construction of drop manholes shown on Sheet 7 and 10, all of which were part of Schedule "B". It took the contractor seven calendar days to perform this work, which is reasonable, so we recommend seven days extension.

Change Order No. 7 - This is for cutting and plugging a 6-inch water line, and installing a two-inch copper line on S.W. 8th (Sheet 10). It is being performed on a force account basis. The time involved will not be a consideration unless additional time is needed for Sheet 10 work.

Change Order No. 8 - This change order eliminates part of the work on the storm sewer on Sheet 10. Any time involved is too short to be considered.

Change Order No. 9 - This change involves only some deeper excavation shown on Sheets 5A and 10C. This work is of a minor nature and no additional time is recommended.

Change Order No. 10 - This involves the removal of a fire hydrant at Albertson's Supermarket (Sheet 5). It took the contractor one day to complete this work, so we recommend one day additional time on Schedule "B".

The contractor's request for a time extension was dated January 15, 1968, and based on estimated dates of completion. This is a tabulation of the time extension as recommended by this office:

	Schedule (Time in Days)			
Reason	A	B	C	B (Sheet 10)
Delay in award	50	50	50	50
Delay in securing R/W	11	11	11	11
Change Order No. 1	-	-	16	-
Change Order No. 2	-	-	-	-
Change Order No. 3	3	1	2	-
Change Order No. 4	-	-	-	-
Change Order No. 5	-	-	-	-
Change Order No. 6	-	7	-	-
Change Order No. 7	-	-	-	-
Change Order No. 8	-	-	-	-
Change Order No. 9	-	-	-	-
Change Order No.10	-	1	-	-
Weather	20	53	35	-
Holidays	4	4	4	4
Total	88	127	118	65

This will result in no charge of liquidated damages to the contractor. We feel that this recommendation fulfills the original intent of including completion dates in the contract. That intent was to require the City's contractor to schedule his work so he would not cause any interference or delay to the State's contractor. The City's contractor (Galey Construction Company) performed his work in an efficient businesslike manner. Furthermore, he "leaned over backwards" to alter his schedule - even stopped work he was performing - to install culverts needed to allow the State's contractor to proceed according to his schedule. Since it was no fault of Galey Construction Company that the work was unable to be performed as bid, it is our feeling that he should receive any benefit of the doubt.

We, therefore, recommend an 88 calendar day extension on Schedule "A", which would establish a new completion date of January 20, 1968, 127 days on

Schedule "B", which would establish a new completion date of March 25, 1968, and 118 days on Schedule "C" which would establish a new completion date of March 13, 1968.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Phil Preston

(For) T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson

RECEIVED
MAY 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
MAY 21 1968
FOR FILING

I-80N-5(57)2-1

7097

April 29, 1968

4t

MISC. CONTRACTS and
AGREEMENTS No. 3554

4-23-68

Oregon State Board of Control
775 Court Street, N. E.
Salem, Oregon 97310

Attention: Mr. Carl A. Haugerud
Secretary

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Eastern Oregon State Hospital and Training Center, acting through the State Board of Control, concerning construction of the Pendleton Section of the Old Oregon Trail in Umatilla County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. F. D. Morgan
Attn: Ted Litchfield

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-5(22)204

7097

Klaboe
cc Sollis
4-22-68

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 18, 1968

In reply refer to: 08-35.EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Utility Adjustment

Mr. Sollis' April 2, 1968 letter requested our approval of the eligibility of Federal participation in the additional costs of the S.W. Hailey Street 12" waterline relocation in the subject adjustment.

We requested the assistance of the Regional office in making a determination on the basis of the evidence you furnished and they provided the following:

> "As the expansion was neither under way nor scheduled prior to the time the State obtained the right of way the provisions of paragraph 3d of PPM 30-4 would not apply. It is evident that the City has no definite program or schedule for increasing the size of the remainder of this water main. Furthermore, paragraph 9e limits Federal participation in the cost of additional facilities to those which are required by the highway project. We can only conclude that the entire cost of the betterment is ineligible for Federal participation."

The solution was also approached from a right of way standpoint, however, it appears that the City Agreement of January 25, 1966 extinguishes all rights on the severed streets, and as the relocation transverses either other city streets or State owned land, we could not participate in any claim of damages.

Should you be able to supply additional information which may change the circumstances we would gladly reconsider this denial.

NOTED
F. B. KLABOE

REFERRED TO
4-23-68 Morgan - Young
State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 18 1968
FOR FILING
I-80N-5(29)
1697

April 17, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 23 meeting an agreement between the Highway Commission and Eastern Oregon State Hospital and Training Center, acting through its State Board of Control, which is required by the construction of the Pendleton Section of the Old Oregon Trail Highway (I-80N). This project necessitates the reconnection of the 15-inch outfall sewer owned by the hospital to the 36-inch sanitary sewer owned by the City of Pendleton.

This agreement requires that the Highway Commission correct any malfunction resulting from the new connection into the City's 36-inch sewer. It further provides the Highway Commission to bear all such costs and reimburse the hospital for any damage suffered by it as a result of the backup of sewage in the sewer line. This obligation will terminate two years from the date the new connection becomes operational.

Our investigations indicate that no future stoppage should occur and this agreement should result in no additional expense to the Highway Commission. However, should stoppage occur in the future, the most extreme corrective work would be the installation of a sump pump at an estimated cost of $10,000.

This agreement has been approved by the Bureau of Public Roads, which has agreed to participate in the most economical solution to the problem.

Your approval is recommended and we request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
L. H. Young
C. H. Maison
F. D. Morgan
T. W. Litchfield
A. F. Parson

PGP:ss jes

RECEIVED

Form FH-12k (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204 Klaboe

7097

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 16, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. D. Morgan, Construction Engineer

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

4-19-68

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

SUBJECT: Oregon Projects I-80N-5(22)204 and F-170(19)
Pendleton Section
Old Oregon Trail Highway
Contract No. 7097

Reference is made to your letters pertaining to subject project, dated January 12, February 13, and March 6, 1968, signed by T. W. Litchfield, Utilities Liaison Engineer. Each letter will be dealt with individually and in chronological order as follows:

January 12, 1968 letter
Subject: Standby Power Charge
30-inch Water Line Adjustment

In accordance with your request, the verbal authorization to proceed with the work effective January 8, 1968 is confirmed and Federal participation in the additional cost necessary to operate the City's pumps while service is interrupted to connect to the existing system and flush the relocated 30-inch gravity water main is approved. An item for standby power was overlooked at the time of original estimate. Estimated cost - $1000.

February 13, 1968
Subject: Change Orders and Additional Work

Our comments will be listed in the same order and with the same parenthetical prefix number as were your detailed requests.

1. Change Order No. 1

Confirmation of verbal authorization to proceed, effective January 17, 1968, is hereby granted.

Approval is given for Federal participation in the cost of the air relief valves.

Approval is given for relocating the 8-inch sanitary sewer and 10-inch water lines in the vicinity of SE. 6th Street and

(more)

RECEIVED
APR 18 1968

NOTED
F. B. KLABOE

SE. Goodwin Avenue, as originally shown on plan sheets 10, 10B, and 10C, with Federal participation limited to the original contract work. Prior to the time of project agreement, the State had certified to the Federal Government that all right of way for this project had either been purchased or that rights of entry had been obtained. Since the right of way was not secure in the vicinity of SE. 6th Street and SE. Goodwin where the railroad right of way had not been obtained, participation is necessarily limited, as described above.

2. Change Order No. 2

Verbal authorization to proceed, effective December 7, 1967, is hereby confirmed.

Change Order No. 2, as submitted, is approved for Federal participation.

3. Change Order No. 3

Verbal authorization to proceed, effective November 7, 1967, is hereby confirmed.

Change Order No. 3 is approved for Federal participation, except for those costs related to Change Order items, "Remove and Replace Gravel", for which participation is limited to $0.50 per lin. foot, the bid price in other areas of work under this contract, in lieu of the negotiated $1.00, $1.50, and $2.50 per lin. foot unsupported agreed prices. This finding will be reconsidered upon submission of support data for the increased prices.

4. Change Order No. 4

Approval for Federal participation is hereby granted.

5. Change Order No. 5

Verbal authorization to proceed, effective December 12, 1967, is hereby confirmed and Federal participation is approved.

6. Authorization to proceed with preliminary engineering necessary to redesign the 36-inch sanitary sewer crossing near Station 1296 as discussed under Change Order No. 2 is granted, effective October 18, 1967.

The additional preliminary engineering necessary to design the relocation of the 8-inch sanitary sewer and 10-inch water lines in

(more)

the vicinity of SE. 6th Street and SE. Goodwin Avenue, as discussed under Change Order No. 1, will necessarily be nonparticipating for the reasons discussed under (1) above.

[illegible] Why not?

March 6, 1968 letter
Subject: Consulting Engineers Agreement

Approval is hereby granted for Federal participation in the consultant engineer fee schedule amendment, which is necessary to cover additional construction engineering costs, as detailed on page 2 of Mr. Staebler's letter dated February 22, 1968.

FORM E-128X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED

[illegible]

April 12, 1968

City of Pendleton
PO Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Howard Krause
City Engineer

Re: City's Share
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

NOTED
F.B. KLABOE

Gentlemen:

Herewith you will find one copy of a memo to the files dated April 9, 1968, setting out the City's share of the cost for adjusting your water and sewer facilities necessitated by the Pendleton Section of the Old Oregon Trail Highway.

Current bills (March) from Galey Construction Co. and Donald L. Staebler, Consulting Engineer, will exceed the City's obligation as set out in the above-mentioned memo to the files. Since approximately $7,000 of the City's obligation is in question, and will be determined at a later date by our Legal Division, the City, in a telephone conversation between our Mr. Preston and your Howard Krause, agreed to apply the remainder of the obligation to our above-mentioned bills. The remainder of the obligation is summarized as follows:

Total City Obligation (See attached memo to files)	$104,076.20
Less: Betterment on 806 ft. 24-inch water main at $7.70/ft. (Sheet 5A)	6,206.20
Less: Betterment on 314 ft. 30-inch water main at $3.48/ft. (sheets 9, 11, 12-16)	1,092.72
Amount City agreed to pay on March bills submitted by Messrs Galey and Staebler	96,777.28

It is further agreed that any adjustment required by errors found by the State's audit or additional city obligations determined by our Legal Division will be adjusted out of the funds retained by the State as a standard accounting procedure.

You may expect a check covering the State's share of Messrs Galey and Staebler's bill in approximately two weeks. If we can be of further service to you regarding this matter please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
Enclosure
cc: F. B. Klaboe
C. H. Maison

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
April 9, 1968
Salem, Oregon

SUBJECT: City's Share
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

To: MEMO TO THE FILES

A meeting was held on March 18, 1968 in the City Hall in Pendleton. Those in attendance were:

Howard Krause - City of Pendleton
Don Staebler - Consulting Engineer
K.W.Cox - Staebler Consulting Engineer
H. M. Fillmore - OSHD
Phil Preston - OSHD
Jess Jones - OSHD

In order to facilitate the adjustment of the city's water and sewer facilities which were in conflict with this project, the city entered into an agreement (with State and BPR approval), with Wallulis & Staebler, Consulting Engineers, to design the necessary alteration to the City's water and sewer system. Upon approval of this plan by all parties concerned, the City let the project to contract. A portion of the cost of this work was to be borne by the City, the remaining by the State and BPR, as set out in the State-City agreement dated January 25, 1966, previous correspondence and the provisions of PPM 30-4.

The purpose of this meeting and letter is to set out the City's obligations to Galey Construction Company (City's contractor on this project) and Donald L. Staebler, Consulting Engineer. The costs included in the summary are subject to change only upon the State's audit. To date the City has submitted partial billings which total approximately $717,000. The State has paid approximately $635,000 and retained approximately $82,000. It is anticipated the total billings, including the City's share, will be approximately $893,000. If there are any deviations or errors found following the audit of Mr. Staebler's records by the State, they will be adjusted from funds already retained and will reflect in the final payment to the city.

The City has requested that larger sized pipes be installed in certain areas to accommodate anticipated future needs. Since it costs as much to design a 12-inch water main as a 24-inch main, no additional engineering was charged the city for the betterment requested.

Engineering costs included in this report are from Page 34 of Wallulis and Staebler's "Narrative and Detailed Estimate of Increased Construction and Engineering Costs" dated January 23, 1966, which was approved by the State and BPR effective February 14, 1967.

The costs have been segregated into water and sewer costs for the convenience of the city. Factors used for this purpose have been obtained from the city. Mr. Staebler tabulated the actual quantities of materials installed by the City's contractor. Using these figures we checked each sheet of the plans and determined the City's share of the cost as follows:

Sheet #1 (8-inch Sewer Crossing)

The City's 8-inch sewer line crosses the existing highway by permit in this area. The existing highway width is 295'. Our proposed highway widtn is 690'. Since the City had a prior right outside of our existing right of way, it was determined that the City would be responsible for 295/690 of the total cost of the work performed to relocate the sewer line. The City's share was determined as follows:

Cost of Bid Items	$14,604.05
Cost of Detour (Change Order #3)	4,050.00
Gravel Shoulders (Change Order #3)	25.00
Total Construction Cost	$18,679.05
City's Share = $295/690 = .42754 x $18,679.05 =	7,986.04
Engineering for this Crossing	1,819.45
City's Share - Engineering = .42574 x 1819.45 =	777.89

Sheet #2 (Two Casings-Station 1270-City Obligation only)

Bid Item	24" Casing for Water Lines	18" Casing for Sewer Lines
Trench Exc.	$1,262.77	$1,262.77
Bedding	162.56	162.56
Pipe	3,860.80	2,682.24
	$5,286.13	$4,107.57

City's Cost of Total Engineering =	991.45
Water Facilities Portion of Engineering =.5627314x991.45=	557.92
Sewer Portion of Engineering = .43726859 x 991.45 =	433.53
Total	$991.45

Sheet #3 and 4 (State Obligation)

Sheet #5A (12" Water Line near Station 1363)

The City owns a 12-inch water line in S.W. Hailey Avenue which is in conflict with the project. Since the Cornell, Howland, Hayes and Merryfield (CH2M) 1963 study entitled "A Report on Engineering Investigation of theWater Supply System" (Pendleton) recommends a 24-inch water main crossing the Freeway in this area, the City has requested this 12-inch line be replaced with a 24-inch line. It has been proposed by the City that they will bear the additional cost differential between a 12-inch and a 24-inch line for 800 feet. This 800 feet is the length of the 12-inch line on S.W. Hailey, which will be replaced by our relocation. The proposed highway will be in deep cut at S.W. Hailey Avenue. Therefore, it will be necessary to relocate the 12-inch main (or the 24-inch main) in a circuitous route, a distance of 1606 feet. Since the City's right to install their water facilities in S.W. Hailey Avenue was unrestricted and the additional distance of 806 feet was the direct result of our construction plans over which the City had no control, it was the City's contention that they are obligated to bear the additional cost necessary to install the 24-inch main for 800 feet - the length of existin g 12-inch watermain to be replaced by our relocation. This matter has been referred to our Legal Division for a determination of the State's obligation.

The unit cost of betterment between the 12-inch main and the 24-inch main has been determined to be $7.70 per foot. This was computed as follows:

Bid Item No. 13 (Sheet 5A) 24-inch Water Line in Place	$14.70 per foot
Bid Item No. 3 - Change Order #4-12-inch Water Main in Place	7.00 per foot
Difference	$ 7.70 per foot

A check of Item #1, Page P9, and Item No. 4, Page P9, indicated for similar ground conditions that the cost of trench excavation was the same for either a 12-inch or a 24-inch main; therefore, no trench excavation was included.

It was further agreed as explained above, that there would be no additional engineering charge for betterment.

City's Cost: 1606 ft. of 24-inch line @ $7.70=	$12,366.20
Note: If it is determined that the 806 feet of this line is the obligation of the State, the City will be credited with 806 feet @ $7.70 =	6,206.20

Sheets #5, B,C,D,E, & F are the State's obligation.

Sheet #6 (State Obligation)

Sheet #7 (2 Casings Station 1388+55-City Obligation Only)

Bid Item	24" Casing for Water Line	12" Casing for Sewer Line
Trench Exc.	$2,211.80	$2,211.80
Bedding	583.80	479.20
Pipe	3,647.20	1,629.60
Total	$6,442.80	$4,320.60

City Cost of Total Engineering	$ 977.57
Water Portion=(Factor=0.59858399)x977.57=	586.15
Sewer Portion=(Factor=0.4014159)x 977.57=	392.41
Total	$ 977.57

Sheet #8 (2 Crossing Station 1406+78 - City Obligation Only)

Bid Item	24" Casing for Water Line	12" Casing for Sewer Line
Trench Exc.	$1,456.50	$1,456.50
Bedding	262.80	262.80
Pipe	4,282.40	2,102.40
	$6,011.70	$3,821.70
Change Order #5	873.80	873.80
	$6,895.50	$4,694.50

City's Cost of Total Engineering=	$1,174.59
Water Portion=(Factor=0.58385124)x 1174.59 =	697.53
Sewer Portion=(Factor=0.40614875) x 1174.59 =	477.06

Sheets 9, 11, 12, 13, 14, 15 & 16 (30-inch Gravity Water Line)

The City owns a gravity water line which conflicts with this project as shown on the above listed sheets. The existing line varies in diameter from 17 to 24 inches. The City has had a policy as far back as 1954 to replace any portion of this line disturbed by construction with a 30-inch concrete pipe. This is substantiated on Sheet 16, near Station 341+80, where 295 feet of the existing water main was replaced with 30-inch concrete pipe at the time of construction of the Emigrant Hill Section, Contract 4076. The 1963 CH_2M study previously mentioned also recommended this procedure. The City has requested the State install 30-inch concrete water main in this relocation and has agreed to pay $3.48 per foot betterment for the total length of existing 17-24 inch main in conflict. Since the relocated line is slightly longer than the existing line, this problem has been referred to our Legal Division to determine the State's obligation. Tabulated below are the pertinent facts regarding the gravity water main.

Unit Betterment cost between 24-inch water line (the size the State is obligated to replace) and the 30-inch water main has been computed as follows:

Cost of New 30-inch Concrete Water Main (From Contractor's Supplier)	$9.71 per foot
Cost of 24-inch Concrete Water Main (Same Supplier)	7.21 per foot
Difference	2.50 per foot
Plus 15% Profit	.38
Differential in Pipe	2.88
Additional Cost of Laying Larger Diameter Pipe @$1.10 per diameter inch	.60
Total Betterment	$3.48 per foot
Total Length of 30-inch Water Main Installed	12,960 feet
Less 295 feet of 30-inch water main relocated	295 feet
Total Length of Betterment	12,665 feet
Cost of Betterment to the City $3.48 x 12,665 =	$44,074.20*
Total Length of 30-Inch Water Main Installed	12,960 feet
Total Length of Existing Water Main Relocated	12,646 feet
Additional Length of Relocated Line	314 feet *

*If it is determined that betterment for the additional distance of the relocated route is the State's obligation, the City will receive, at a later date, the following consideration: 314 feet x $3.48 = $1092.72

Sheet #11 (3/4-inch Water Line and 18-inch Casing Station 1457)

The engineering for this item was intermingled with other engineering costs and not easily determined. A review of sheets 1,2,7 and 8 indicated the actual engineering costs were approximately 10% of the construction costs. It was therefore agreed the engineering costs for this item would be 10% of the construction cost.

Construction Cost (Bid Items) $3,845.90

$$\text{City's Cost} = \frac{\text{Length of 3/4" Pipe in conflict on county R/W}}{\text{Total length of 3/4" pipe in conflict}} = \frac{120}{285} \times 3,845.90 = \$1,619.32$$

City's Share of Engineering=10% of $1,619.32 = 161.93

Sheet #12 (Sewer Casing Station 1505+29 -City Obligation)

Bid Item	12" Casing for Sewer Line
Trench Exc.	$815.00
Bedding	158.00
Pipe	1027.00
Total	$2,000.00

Engineering Costs agreed to be 10% of Construction Cost = $200.00

Summary of City's Share of Pendleton Contract

Sheet #	Description	Water Lines	Engr.	Sewer Lines	Engr.
1	8-inch sewer xing	-	-	$7,986.04	777.89
2	2 Casings -Sta. 1270+00	5,286.13	557.92	4,107.57	433.53
5A	Betterment for Water Main Xing(SW Hailey)	12,366.20	-	-	-
7	2 Casings-Sta 1388+55	6,442.80	585.16	4,320.60	392.41
8	2 Casings -Sta 1406+78	6,895.50	697.53	4,694.50	477.06
9, 11, 12 13, 14, 15 &16	Betterment for 30-inch Gravity Water Main	44,074.20	-		
11	3/4" Water Line & 18" Casing	1,619.32	161.93		
12	Casing Sta 1505+29			2,000.00	200.00
		76,684.15	2,002.54	23,108.71	2,280.89

City's Share of Construction Costs	$99,792.86
City's Share of Engineering Costs	4,283.43
Total City Obligation (Subject to final audit and legal determination)	$104,076.28

PGP:ss

cc: City of Pendleton - Howard Krause
Donald L. Staebler - Pendleton
R. E. Simpson
F. B. Klaboe
V. L. Gallagher
C. H. Maison
A. F. Parson
H. M. Fillmore
C. E. Payton

Phil G. Preston
Utilities Office Engineer

[illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(29) Pendleton Sec. of Old Ore. 1966
204 Tr. from Reith Hill to E. Pendlet
#7097 Interch.(Grad, Pav.) Folder #3

C&A 3007

C&A 2958

3237
3497
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3754

R/W 20800

RR-659

RECEIVED
MAR 27 1968

I-80N-5(29)204

1097

March 26, 1968

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

Following my telephone call to Mr. Rogers on March 20 and subsequent telephonic discussion with Mr. McInroe, the Highway Commission met with representatives from Umatilla County and the City of Pendleton concerning the design of the East Pendleton Interchange.

It was the Commission's decision not to change the design but to proceed according to the existing plan. I had told Mr. McInroe that I would let him know the Commission's decision but was unable to reach him by telephone yesterday.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. F. Parson

FORM E-30 50M 10-65

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1968

SUBJECT:

To: Memo to File

At 11 a.m. on March 25 Chairman Jackson, Commissioner Hill and I met with thirteen representatives from the City of Pendleton and Umatilla County relative to problems in connection with I-80N.

The group consisted of the Umatilla County Court; the Pendleton City Manager, the City Engineer, and some members of the City Council; and Mr. Brogiotti and his attorney, Gene Conklin. They asked for lighting at the East Pendleton Interchange and stated they had been told that lighting could be provided only if they would light the existing route into town. They consider this an unfair requirement, and Chairman Jackson said the Department would review the problem.

[illegible]

In an effort to reduce the probable cost of the Emigrant-Frazer Street Couplet, a suggestion was made that Frazer Street be dropped, that Emigrant Street be used eastbound, and Dorian Street be used westbound. They were told that the Department would check the feasibility of this proposal.

[illegible]

Judge Cook asked that the connection to Rieth Road be upgraded and that we cooperate with the County in filling an area near the County Shops, he being of the impression that we have considerable waste material on the Pendleton Bypass job. I told him that I was not aware of any excess waste material but would check the matter and advise him.

[illegible] Umatilla

The group appeared not to be on one mind on the design for the West Pendleton Interchange. A rather feeble attempt was made to secure a slip ramp from the trumpet interchange to serve the private property in the area under the guise that such a proposition would, in effect, be a diamond interchange with free-flowing inbound traffic. They were informed this was contrary to standards and that I was sure that regardless of who paid the bill, the Bureau of Public Roads would not permit such construction. The question was raised as to whether the group could meet with the Bureau. I told them I was sure they could and suggested they contact Division Engineer Simpson. After returning to the office, I had a call from Mr. Brooks saying the group was on the way and had requested a meeting with no State personnel present. I reviewed what had happened at the meeting in Mr. Jackson's office.

I attempted to contact Rogers Construction Company to inform them that no change in plan is imminent but could not reach Mr. McInroe.

R.L.P.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
A. F. Parson

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FOR FILING

I-80N-5 (22)-204
7097

March 11, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Expired Service Life Credit
For 30-inch Water Main
City of Pendleton
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find two copies each of the City of Pendleton's letters dated February 2 and March 6, 1968, in which Mr. Krause, City Engineer, details why the State should not have an expired service life credit for their 22-inch water main relocation, as outlined in Paragraph 9b of PPM 30-4.

A major portion of this line has been in service since 1913 and shows no sign of deterioration. Therefore, it seems reasonable to assume that it will last long enough to have an infinite life in the formula for extended service life credit. In a discussion with Messrs. Krause and Enbysk it was further established that contrary to information contained in the City Consultant's Preliminary Report, the City has no plans for abandoning or replacing the line. There is no immediate plan for developing a water source that would have a capacity greater than that of the existing line. However, if such a source were to be developed in the future, it is more probable that an additional main would be constructed to be used in conjunction with the City's present facilities.

In view of the information set out above and detailed in the City's letters dated February 2 and March 6, 1968, we contend that no expired service life credit to the State is required. Your concurrence is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fw:ss
cc: F. B. Klaboe
V. L. Gallagher (2)

Enclosure

FORM E-123X 10M 6-67

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204
7097

March 6, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Re: City of Pendleton-Wallulis & Staebler
Consulting Engineers Agreement
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find two (2) copies of Mr. Staebler's letter to Mr. Enbysk dated February 22, 1968. As pointed out in this letter, the construction phase of this contract has been prolonged by considerably more than 25%. This has necessitated additional inspection time and has greatly increased Mr. Staebler's construction engineering costs. Under the circumstances set out above and further detailed in Mr. Staebler's February 22 letter, we feel the request is reasonable and complies with Section II A-12 of the agreement.

This matter has been discussed by your Mr. Nichols and our Mr. Filmore at various times. Also your office was furnished a copy of Mr. Staebler's letter to Mr. Enbysk dated December 6, 1967, a copy of which is attached for your convenience.

We request that the fee schedule on the above-mentioned agreement be amended as detailed on Page 2 of Mr. Staebler's letter dated February 22, 1968. The work is to be performed on a force account basis in conformance with Table "A" on Page 9 of the agreement to a maximum amount of $7,457.53.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher (2)

Enclosures

RECEIVED
MAR - 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1968
FORM E-30 50M 10-65
FOR FILING

I-80N-5(37) Hwy
7097

Gen. files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1968

RAILROAD COMPANIES
FILE No. 657

SUBJECT: Files: PUX 626 - R-38178
Construction Agreement
Union Pacific Railroad
Pendleton Section
Old Oregon Trail Highway
Umatilla County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Attached hereto please find one copy of the above-subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:lf
Attachment

cc:	Ivan D. Merchant	(1)
	F. B. Klaboe	(1)
	F. D. Morgan	(2)
	E. S. Hunter	(1)
	A. F. Parson	(2)
	R. N. Chase	(3)
	C. H. Maison	(1)
	E. F. Saling	(1)
	T. W. Litchfield	(1)

Fran

3-14-68
Noted in agreement ~~Gen. files~~ book
Fran

NOTED
FLOYD QUERY

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(29)204
7077

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 23, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)176
Pendleton Section
Pacific Northwest Bell Telephone Company
Additional Work

Our July 25, 1967 memorandum authorized you to proceed on an actual cost basis effective July 19, 1967 with the subject utility's physical adjustment. Mr. Litchfield's February 16, 1968 letter requests the addition to the authorization of one pole recently discovered in conflict, at Station GF 7+35 (Sheet 12C). We hereby confirm our verbal authorization of this work effective February 14, 1968 at an estimated cost of $100.

2-28-68

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr

F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—5M

I-80N-5(29)204

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-IP
JAN 8
Tr. Dist. Engineer

Project Name Pendleton
Date February 20, 1968
Highway Old Oregon Trail
Contract No. 7097
County Umatilla
Prefix 630-1098
Contractor Rogers Construction, Inc.
F. A. Project No. I-80N-5(29)204
Address P. O. Box 16537, Portland, Oregon 97216
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Complete sanitary sewer siphon and contiguous appurtenances.

(See back of sheet for breakdown)

NOTED
F. B. KLABOE

Location by station numbers:

Station 1290+00 to 1320+00

Estimate of quantities and cost:

Labor	$2,583.00
Equipment	1,319.50
Materials	3,822.00
	$7,724.50
Allowance (15% Equipment & Materials & 20% Labor)	1,287.83
Total	$9,012.33

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") City of Pendleton contractor unable to complete sanitary sewer siphon construction in existing Umatilla River Channel due to channel restriction caused by construction. U.S. Corps of Engineers would not allow restriction during 1968 spring run-off which will not allow completion until at least June, 1968. Decision would have required City Contractor to move back onto the project at this late date. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$9,808,662.65
Present estimate of project cost, including $9,012.33 for work under this order	$9,808,662.65
Expected under-run / over-run amount	$ —
Expected under-run / over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young

BREAKDOWN

1. Excavate, remove plugs, & connect 15", 18", 27" concrete sewer pipe into siphon box manhole.

2. Encase pipes as per City of Pendleton plans, including placing steel.

3. Complete manhole from approximate elevation 1007 to elevation 1017.38. Furnish labor, concrete & 4 locking type standard 24" I.D. cast iron manhole rings and covers.

4. Excavate and pour concrete pipe support (54") 80 feet.

5. Install 85 ft. of 54" casing & 86½ ft. 36" sewer pipe & connect into siphon box manhole.

6. Furnish & place 1/2" - 0 rock material under 5 ft. of 54" casing & under 15 ft. of 36" pipe at manhole.

7. Complete manhole - 7ft of height.

8. Construct manhole.

RECEIVED
FEB 19 1968

FORM 2-123X 10M 6-67
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(22)264
2077

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1968

Pendleton

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Additional Conflict
Pacific Northwest Bell Telephone Co.
Pendleton Section
Umatilla County
Project No. I-80N-5(22)176

Dear Sir:

Facilities owned by Pacific Northwest Bell Telephone Company, in addition to those listed in our legal letter dated March 6, 1967, have come into conflict with the construction of the subject project.

The conflict consists of a pole located on private property sixty-five (65) feet left of Station "GF" 7+35. (See attached portion of Sheet 12C of the subject project construction plans.)

Pacific Northwest Bell has been notified of the conflict and their estimate for the relocation is $100. The additional cost will be charged as an overrun of their original estimate.

Your approval of inclusion of this work as part of the original relocation and confirmation of your verbal authorization of February 14, 1968 to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

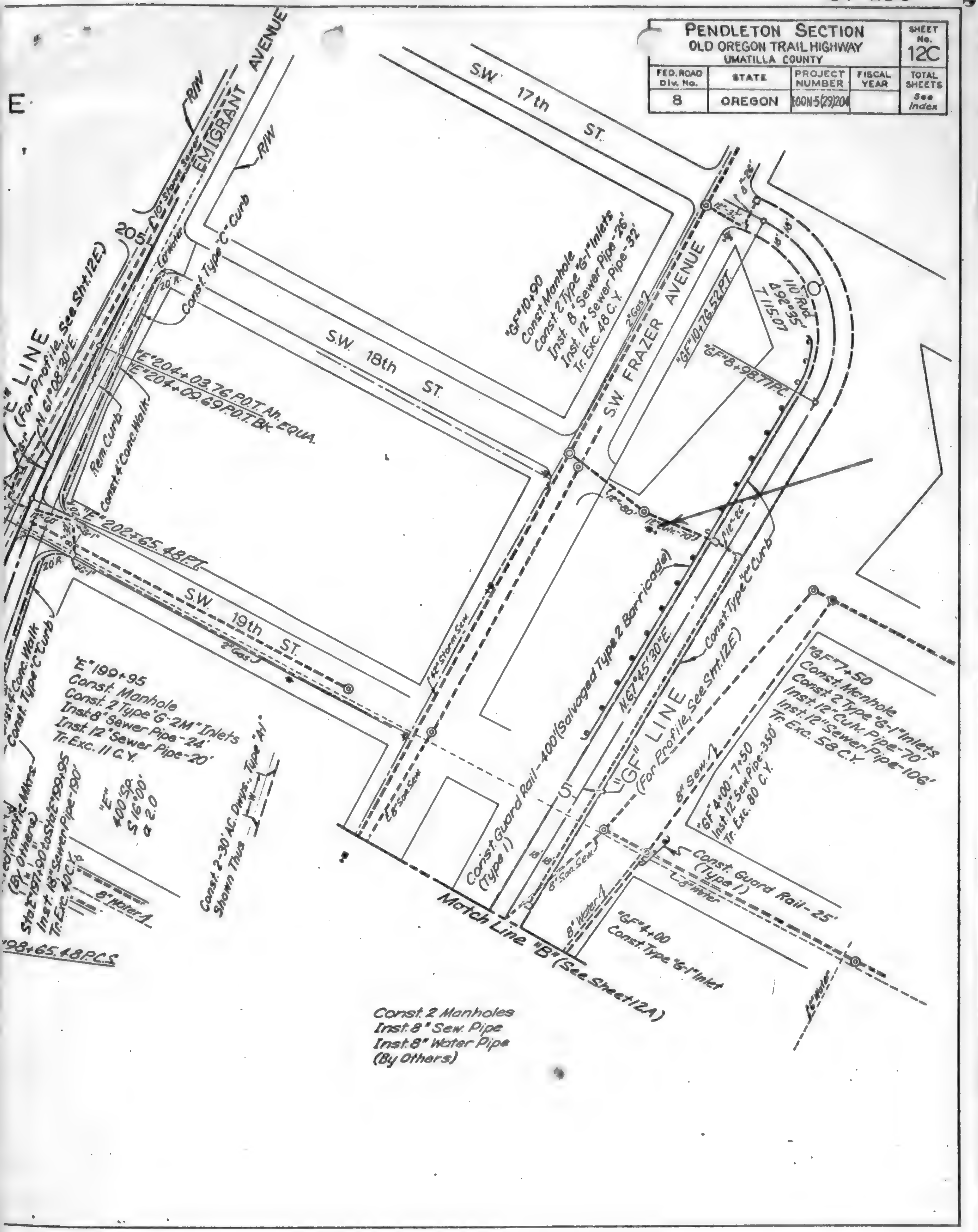
Attachment
JMC:ss

cc: F. B. Klaboe
A. F. Parson
C. D. Hiatt
C. E. Payton

RECEIVED
FEB 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 12C TOTAL SHEETS
8	OREGON	00N-5(29)204		See Index



RECEIVED
FEB 19 1968

FOR [illegible]

I-80N-5(22)204
1097

February 13, 1968

[illegible]
Divi[illegible]
Bure[illegible] Roads
477 [illegible] Street, N. E.
Salem, Oregon 97301

Re: Change Orders & [illegible] Work
City of Pendleton Contract
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204
Contract No. 1097

Dear Sir:

Herewith you will find the following data pertaining to the subject.

(1) Two copies each of change orders 1 and 3 with attendant [illegible].

(2) Two copies of Mr. Staebler's letter to Mr. Fillmore dated January [illegible], 1968.

(3) Two copies of Change Order No. 2 with attendant [illegible].

(4) Two copies of Galey Construction Company's letter to Mr. [illegible] January 15, 1968.

(5) Two copies of Change Order Nos. 4 and 5.

(6) Two copies of Mr. Staebler's letter to Mr. Enbysk dated December [illegible]7, 1967.

(7) Two copies of Mr. Staebler's letter to Mr. Enbysk dated December [illegible]2, 1967.

Change Order No. 1 - Among other things, this order covers the furnishing and installation of five two-inch air relief valves for the 30-inch water line. These are to be located at the top of the vertical curves and are necessary to [illegible] flow in the line. The additional cost to the project is $2,000 since they were overlooked in the original design.

This order also covers the additional cost to the contractor for construction of an 8-inch sanitary sewer and a 10-inch water line in the vicinity of the South Pendleton Interchange. The original proposal called for these lines to be located on railroad right of way. The railroad objected to this. The alternate alignment traverses residential property and across an area where the houses have been removed, but the concrete basements remain. The additional cost arises from restoration to fences, lawns, flowerbeds in the residential yards and additional equipment and labor required to perform the excavation through the remains of the concrete basements. Also, since this is different alignment, some of the quantities are changed. The cost to the State for this revision has been increased from $17,160 to $18,345 for those items detailed on Sheet 10B and from $23,272 to $24,754 for those items covered by Sheet 10C. Page 1 of Mr. Staebler's letter of January 25, 1968, details a breakdown of labor, material and equipment for Change Order No. 1.

Change Order No. 3 - The detour detailed on Sheet 1 was not adequate for the high volume of traffic and house trailers which must traverse it. Therefore, Change Order No. 3 includes a revised design with flatter curves, wider roadbed and standard signing. The additional cost for this work is $1,050. Page 2 of Mr. Staebler's above-mentioned January 25 letter indicates a breakdown of costs for this additional work.

It will be necessary to construct a detour near Station [illegible] to allow the crossing of the 30-inch water line shown on Sheet 16 of the plans. This detour was not included in the bid plans. It is considered in the best interest of the safety of the motoring public that a detour be provided while constructing the relocated water line. The additional cost for this work is $3,400. A detail of the items included in this work are attached to Mr. Staebler's January 25 letter.

The removal and replacement of shoulder surfacing material on the existing highway at the sewer line crossing shown on Sheet 1 was not included in the original plans. This has now been included in Change Order No. 3 at a cost of $25.

The City's records are incomplete for certain areas, and therefore did not indicate water and sewers connections to some residents. Mr. Steabler investigated these to the best of his ability at the time the plans were drawn; however, some of the residents were not at home during the winter and it was not possible to obtain all the information needed. Change Order No. 3 provides for the revision of water and sewer connections for these residents. The locations are shown on attached copies of Sheet 5 of the plans. The estimated additional cost is $2,650.

The highway and county road crossings located at Stations 1459+00 on Sheet 11, 1487+00, Sheet 12, and 1567+00, Sheet 14, will be used for some time, and therefore should be surfaced. This surfacing will also be provided for in Change Order No. 3 at an estimated cost of [illegible].

Change Order No. 2 - Please refer to our letter to the City of Pendleton, Umatilla Water Control District No. 1 and Corps of Engineers, Walla Walla District, dated December 6, 1967, concerning this problem. This problem was discussed with

Mr. Spencer of the Corps of Engineers at a meeting in Pendleton December 7, 1967. Mr. Spencer has had considerable experience with the ravages of flood waters and it was his opinion that we should avoid restricting the flow of the Umatilla River during the spring runoff. He recommended that we use our alternate solution of performing as much work as possible this fall without restricting the channel; the remainder of the work to be completed by Rogers Construction Company next summer. Change Order No. 2 adjusts the contract between the City of Pendleton and Galey Construction Company to reflect this proposal. Galey Construction Company's letter dated January 15, 1968 to Donald L. Staebler details the breakdown of Items 1a and 1b and Item 3 of this change order.

Change Order No. 4 - As mentioned previously, the City's records are incomplete in some localities. Therefore, it is anticipated that the contractor may encounter unknown underground facilities which must be adjusted. Change Order No. 4 is being submitted to establish a price for water lines, fittings and valves which could be needed. The approval of this order will allow the contractor to proceed without delay if any of these facilities are encountered.

Change Order No. 5 - A bid price for excavation and backfill for 12-inch and 24-inch pipe up to ten feet in depth has been omitted from Sheet No. P-36. The unit price established is in line with similar items.

It has become necessary to redesign the 36-inch sanitary sewer crossing near Station 1296 as discussed under Change Order No. 2 above. This problem was discussed with Mr. Girvin on October 12, 1967 and authorization for additional preliminary engineering on a force account basis, as detailed in the City-Wallulis and Staebler agreement, was granted effective October 18, 1967. The additional preliminary engineering necessary to design the relocation of a proposed 8-inch sanitary sewer and 10-inch water line in the vicinity of South Pendleton Interchange was also discussed, and the date of October 18, 1967 was established for commencing this design. Mr. Staebler's above-mentioned letter of December 7 established a ceiling of $2,000 for this work. The actual cost to the State will probably be closer to $1,000. Since the work at the South Pendleton Interchange is on the primary portion of the project, it has been billed separately.

The above-mentioned Change Orders have been reviewed and approved by our Assistant Division Engineer and our Chief Cost Analyst. Your approval, as evidenced above, is requested on the following basis:

(1) Confirmation of verbal authorization to proceed with Change Order No. 1, effective January 17, 1968. Our Mr. Fillmore discussed this with your Mr. Nichols on that date.

(2) Confirmation of verbal authorization to proceed with Change Order No. 2 effective December 7, 1967. This matter was discussed with Mr. Nichols at the above-mentioned meeting December 7 in Pendleton.

(3) Confirmation of verbal authorization to proceed with Change Order No. 3, effective November 7, 1967. This matter was discussed with Mr. Nichols on that date.

(4) Authorization to proceed with Change Order No. 4.

(5) Confirmation of verbal authorization to proceed with Change Order No. 5 effective December 12, 1967. Mr. Fillmore discussed this matter with Mr. Nichols on that date.

(6) Authorization to proceed with P.E. as detailed in the penultimate paragraph above, effective October 18, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw:ss
Enc.
bc: F. B. Klaboe ✓
V. L. Gallagher (2)

RECEIVED
FEB 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(29)204
11 17

February 13, 1968

Oregon State Board of Control
775 Court Street, N. E.
Salem, Oregon 97310

ATTENTION: Mr. Carl A. Haugerud, Secretary

Re: File No. 39150
Eastern Oregon State Hospital
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204
Contract No. 7097

Gentlemen:

Herewith you will find the following data pertaining to this transaction:

(1) Duplicate originals of an agreement between the State Highway Commission and the State Board of Control.

(2) Original and duplicate copy of a bargain and sale deed which will convey one parcel of land plus an easement for a second parcel to the State Highway Commission for the consideration of $4,498.00.

(3) Duplicate originals of an indenture of lease between Cascade Natural Gas Company and the State Board of Control. This indenture of lease has been executed by the President of the Gas Company.

(4) Two copies of the voucher which details the total consideration of $4,608 for this transaction.

Please have the appropriate officials sign both copies of the agreement, the original of the bargain and sale deed, and one copy of the voucher. All of these documents plus fully executed copy of the lease of indenture should be returned to this office for further handling.

Upon action by the Highway Commission, your claim will be processed for payment through our usual accounting procedure.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

PGP:fw:ss
cc: F. B. Klaboe
D. H. Moehring
H. W. Snell
A. F. Parson
C. E. Payton
Enc.

RECEIVED

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881

INSPECTING ENGINEERS AND CHEMISTS
2955 SOUTH WEST TEMPLE
SALT LAKE CITY, UTAH 84115

I-8[illegible]5(27)
7097

MISC. CONTRACTS and AGREEMENTS No. 3497

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

February 5, 1968

H Q
1-23-68

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

We note that you are still sending our mail to our old address. Will you please send all future correspondence to our new address, 2955 South West Temple Street, Salt Lake City, Utah 84115. Our telephone number remains the same.

Thank you.

Very truly yours,

PITTSBURGH TESTING LABORATORY

J Munnerlyn

J. Munnerlyn, Manager
Salt Lake City District

gn

✓ 2-6-68

Copies to
Adm.
Accounting
    John Widmer
    Bridge
    Materials

RECEIVED
FEB 6 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 2, 1968

In reply refer to: 08-35-EC

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section - Utility Work

Pursuant to Mr. Young's December 22, 1967 request, inclusion in the subject project of that portion of the work between Station 311 to 344 is approved. It is understood that the costs for this work are presently included in the subject project.

2-6-68

REFERRED TO
Young - [illegible]
ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 2, 1968

In reply refer to: 08-35-EC

I-80N-5(29)204

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204, Pendleton Section
Steel Inspection - Pittsburgh Testing Laboratory

We hereby confirm our verbal authorization to proceed with the subject steel inspection agency effective December 6, 1967 as requested by Mr. Merchant's January 26, 1968 letter.

NOTED
TOM EDWARDS

Copy
Merchant
Murray
2-6-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204

7097

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 2, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

GRBrooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204, Pendleton Section
Eastern Oregon State Hospital Agreement

We have reviewed and found satisfactory the proposed agreement between the Highway Commission and the subject Hospital submitted by Mr. Preston's January 9, 1968 letter.

This agreement provides for reimbursement to the Hospital for possible future damages and/or related corrective measures that may be necessary to the Hospital service line due to the relocation of the City's facilities because of the subject highway project. It is expressly understood that our obligation for participation in this work is limited to the two-year period and to our review and approval of a detailed statement of damages or corrective measures. Furthermore, our participation will be limited to the most economical solution of the situation, even though you may feel obligated to provide a more extensive action.

2-7-68

REFERRED TO
Morgan - Young - Stoffel
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
FEB - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 25 [illegible]

[illegible]

I-80N-5(29)204

7097

January 25, 1968

Rogers Construction Company
Post Office Box 16537
Portland, Oregon 97216

Gentlemen:

Reference is made to our Contract No. 7097, Pendleton Section, Old Oregon Trail (I-80N), Umatilla County, FAI-80N-5(29)204.

On December 14, 1967, you were asked to defer until further notice all work on the interchange structure at approximately Station 1246 and the railroad overcrossing structure at approximately Station 1265.

The purpose for the cease work on the abovementioned structures has been resolved, and you may proceed with the work according to contract plans. Thank you for your cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Commissioners
bcc: R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
F. D. Morgan
A. F. Parson

TCR:jr jes

RECEIVED
FORM 2-129
JAN 25 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(27)204
7-77

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 24, 1968

Western Steel Company
700 Crandall Building
Salt Lake City, Utah

Attn: Mr. Hathorn
Mr. W. E. Woodruff

Subject: Rieth Hwy. & UPRR O'Xing
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Bridge Nos. 9520 & 9520A
Contract No. 7097

Gentlemen:

On December 14, 1967, we requested by phone that you stop any detailing on the westbound structure of the Rieth Highway and Union Pacific Railroad Overcrossing due to an anticipated change in alignment, which would materially change the structure.

The change in alignment has been thoroughly studied and has been discarded.

In confirmation of our telephone message on January 23, 1968, we are instructing you to proceed with the detailing and fabrication of the subject structure according to the contract plans.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr

cc: Tom Edwards
A. A. Rear
A. F. Parson
C. D. Hiatt

Pittsburgh Testing Laboratory
2955 S. W. Temple
Salt Lake City, Utah 84115

NOTED
TOM EDWARDS

RECEIVED

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(20)204
7697

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 23, 1968
In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Section
File 39152, Harris Pine Mills

Right of Way Engineer D. H. Moehring's letter of December 21, 1967 submitted additional documentation to support the right of way settlement of $175,000 involving a partial taking from Harris Pine Mills. The documentation in the form of a memorandum to the files from Assistant Appraisal Supervisor Milner M. Mead provides adequate documentation and Federal funds will participate in the $175,000 settlement.

We wish to comment on the next to the last paragraph in Mr. Mead's memorandum which indicates that the State's procedures for before and after appraisals should be waived in similar instances to the subject taking. We wish to caution you that if Federal participation is to be requested on takings involving damages to the remainder your procedure for before and after appraisals cannot be waived in the manner outlined in the memorandum. At the present time your Right of Way Policies and Procedures are being resubmitted to Public Roads and care should be taken to follow these procedures in ordering before and after appraisals where damages result to the remaining property.

orig to [illegible]
1-24-68
copies to [illegible]
1-25-68

RECEIVED
JAN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FORM E-133X 1CM 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(29)204
7097

January 12, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Standby Power Charge
30-Inch Water Line Adjustment
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204
Contract No. 7097

Dear Sir:

Herewith you will find Mr. Staebler's letter dated January 9, 1968, concerning this problem.

As you know the City owns a 22 inch water main which supplies, by gravity, water to the City's reservoirs. This main conflicts with our construction project at various locations which have been adjusted by the City's contractor. The original estimate of cost for this work by Wallulis & Staebler did not include an item for Standby power to operate the City's pumps while the 30-inch water line is being connected to the City's system. This is a necessary part of the adjustment, and is estimated to cost approximately $50 per day for power. The total estimated cost for power to operate the City's pumps is $1,000. This matter was discussed in the conference call outlined in Mr. Staebler's above-mentioned letter and we received verbal authorization to proceed with the work effective January 8, 1968, subject to further review by Mr. Girvin.

Your formal approval of this additional work as outlined above and in Mr. Staebler's January 9 letter is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

PGP:ss

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

cc: F. B. Klaboe
V. L. Gallagher (2)

T. W. Litchfield
Utilities Liaison Engineer

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204
[illegible]

Pendleton

January 9, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Eastern Oregon State Hospital
Outfall Sewer Line
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204

Dear Sir:

Herewith you will find one copy each of our letters of October 30, 1967, and December 1, 1967, detailing the Eastern Oregon Hospital and Training Center's sewer line problem.

As you know from numerous past telephone conversations concerning this matter, representatives of the Oregon Board of Control and the State Highway Department are agreed that all information available, at this time, indicates that the proposed relocation of the City of Pendleton's 36" sewer line will not adversely affect the function of the existing 15 inch hospital sewer line.

If this additional "backup" were to interfere with the operation of the hospital line, it would probably be from dedimentation. Since this would take some time to become apparent, representatives of the Board of Control requested that the State agree to be responsible for all costs incurred to correct any additional backup for a period of two years from the date the City's relocated 36" line becomes operational.

In order to accomplish this we have prepared an agreement, two copies of which are attached. This agreement has been reviewed and approved by representatives of the Oregon State Board of Control and is now being submitted to you for your approval. Inasmuch as the Oregon State Board of Control meets the first part of February, we would appreciate your immediate attention to this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
V. L. Gallagher

Enclosures

RECEIVED
JAN 9 - 1968

FOR FILING

I-80N 5(29) 264

7097

4

January 8, 1968

Oregon State Highway Commission

Gentlemen:

Steel for the structures for the Pendleton Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 7097, is being purchased by the contractor after fabrication by Western Steel Company at its Salt Lake City, Utah, plant. Inspection of the material and fabrication practices is necessary at the plant site and, in common with our present practice, we propose to engage a consulting firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection service for the unit price of $5.45 per ton with a total guaranteed top limit of $5,354.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
A. F. Parson

CAG:jf jes

RECEIVED
JAN [illegible]

FORM E-30 90M 10-65

I 80N-5(19)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 8, 1968

SUBJECT:

To: MEMO TO FILE

On this date, the following delegation from Umatilla County were in my office discussing the west approach to Pendleton on I-80N:

Sam Cook, County Judge
Walter A. Holt, County Commissioner
Gene Palmer, Roadmaster
Wayne L. Bridges, Jr.

They also made inquiry with respect to the Emigrant-Frazier couplet in the southwesterly part of Pendleton. I told them that there was no connection between the two matters and I did not see where the Highway Commission could finance the Emigrant-Frazier couplet at this time.

The group discussed at considerable length the pros and cons of a trumpet and a diamond interchange, with nothing new being divulged and no conclusions reached.

Judge Cook informed me "they were just trying to find out what was going on".

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
H. S. Cox
A. F. Parson

RECEIVED
DEC 27 1967

FOR FILING

I-80N 5(22)

7077

December 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Project I-80N-5(22)204
Pendleton Section

Dear Sir:

The City of Pendleton contract with Galey Construction Company for the adjustment of city sewer and water lines on the subject project includes adjustments to water lines from Station 311 to Station 344, which is beyond the limits of the subject project as programmed. This area is included within the programmed limits of the Mission Jct. -Emigrant Hill Section, Project No. I-80N-6(31)213; however, due to the difficulty involved in segregating the costs, we request your approval to include this portion from Station 311 to Station 344 in the Pendleton Section, Project No. I-80N-5(22)204, as incidental work to that project. The estimated costs for this portion are presently included in the project agreement estimate on the subject project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ia

Form E-300-5M

I-80N-5(29)204
7097

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G-1P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 15 1967 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name	Pendleton Section	Date	December 15, 19 67
Highway	Old Oregon Trail	Contract No.	7097
County	Umatilla	Prefix	630-1098
Contractor	Rogers Construction, Inc.	F. A. Project No.	I-80N-5(29)204
Address	P.O. Box 16537, Portland, Oregon 97216	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install two-way traffic signs at designated intervals, where required on the project.

*Federal participation is limited to the cost of 2-way traffic signs on the westerly 3-mile section of the project.

Location by station numbers:

1105+00-307+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$165.00
Equipment	85.00
Contractor's %	45.75
	$295.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Signing work is in addition to that set up under contract. Signs to be installed as per Sec. 7-30 of the uniform traffic control manual.

Work started December 15, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $9,808,662.65
Present estimate of project cost, including $295.75 for work under this order $9,808,662.65
Expected under-run / over-run amount ...... $ --
Expected under-run / over-run per cent ...... --

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer.

Young
1-5-68

SP*23577-734

RECEIVED
DEC 15 1967
FOR FILING

I-80N-5(29)204

7097

December 14, 1967

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

Reference is made to your Contract No. 7097, Pendleton Section, Old Oregon Trail (I-80N), Umatilla County, FAI-80N-5(29)204.

Will you please defer until further notice all work on the interchange structure at approximately Station 1246 and on the railroad overcrossing structure at approximately Station 1265. I anticipate that we will have more information on this request in just a few days.

Thank you for your cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Commissioners
bcc: R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
A. F. Parson

RLP:ms:jes

RECEIVED
DEC 15 1962

I-8CN-5(37)264
7047

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1967

SUBJECT: Bridge No. 9520 & 9520A
Rieth Hwy. & RR O'Xing

To: MEMORANDUM TO THE FILES

On this date, I called Western Steel Company in Salt Lake City regarding the status of mill orders, shop details, etc. for the Rieth Highway and Railroad Overcrossing.

A Mr. Hathorn is in charge of the squad preparing the shop details for the westbound structure. He indicated that approximately 25% of the shop details were complete as of this date. Mr. Woodruff is in charge of the squad preparing the shop details for the eastbound structure and again according to their estimate the shop details are approximately 25% complete. They estimated they had approximately 600 hours of work completed at this time, which would price out at approximately $3,000. I pointed out that if the proposed change were made, it would simplify the fabrication and detailing to the point where we should expect their company to absorb any work done to date.

These men are in no position to make this determination. They were instructed to stop any detailing on the westbound structure but to proceed with the detailing on the eastbound structure with the idea in mind of adding one additional interior beam. Their mill order is prepared but has not been sent to the mills for quotations. The mill order will be revised to eliminate the steel for the westbound structure but they will proceed to order steel for the existing eastbound structure, with the mill order revised for the additional beam at such time as we notify them officially of the change.

As of this date, the footing reinforcement for the 3 interior bents of both structures has been approved. The footing and column steel for the westbound interchange box girder structure has also been approved.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards 2

RECEIVED JAN 30 1968 (Tom Edwards)

FOR Region Wash DC

DEPT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

gyh

REGION NO. 8	REPORT NO. I-80N-5(29)204	COUNTY Umatilla	STATE Oregon
DATE OF INSPECTION 12-12-67	INSPECTION MADE BY R. A. Nichols, Area Engr 1-91		PROJECT NO. I-80N-5(29)204

IN COMPANY WITH
Alfred Shirley, Asst Div Engr, OSHD; C. D. Hiatt, Res Engr, OSHD

LOCATION OF IMPROVEMENT The project begins at Sta 1083+40 about 3 mi. westerly of the west city limits of Pendleton. From thence it proceeds along the southerly side of Pendleton to a connection with the existing highway at Sta 307 about 2 mi. easterly of the east city limits of Pendleton

CONTRACTOR NAME AND ADDRESS
Rogers Construction, Inc., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
10-20-67	$7,958,236.25	535 calendar work days	11-1-67	11-28-67
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
Satisfactory	Satisfactory	06 %	01 %	%

ROADBED (Width 40' (2 lanes) Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
PCC pavement	7221	8.332	9"	7"	40'
AC pavement	6201	0.643	15"	17½"	40'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
RCBG	X721	0.0000
Steel Girder RCD	X571	0.0831
Type V RCDG	X081	0.1250
RCBG	X221	0.0394
RC Box Culvert	X080	0.0000
RCBG	X221	0.0367
Steel Girder RCD	X771	0.0000
RCBG	X221	0.0405
RC Slab	X020	0.0000

REMARKS

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, Signing and Illumination

The project work primarily consists of construction of roadbed grading, stone base, and continuously reinforced concrete pavement for a 4-lane facility 8.83 miles long, construction of 14 structures and 1 concrete retaining wall, and construction of the attendant highway signing and illumination.

(more)

RECEIVED

1-10-68 Morgan

2-STATE HIGHWAY DEPARTMENT COPY

1. COMPLETED WORK:

The contractor has stripped the topsoil off from the main roadway in the vicinity of the South Pendleton Interchange. He has also started to excavate material from the main roadway and placing it in the embankment for the C line of the South Pendleton Interchange.

2. WORK IN PROGRESS:

Material was being moved from the main line in the vicinity of the South Pendleton Interchange then being placed in the embankment of the C line of this interchange.

Equipment: Three scraper units, one 631-B tractor pulling a sheepsfoot compactor, one Cat 834 pusher, one D8 pusher tractor, one D9 dozer, and one 4200-gallon water wagon.

3. COMMENTS AND RECOMMENDATIONS:

There have been indications that the contractor may request an extension in time due to conflicts with utilitites. The contractor has not submitted his work schedule so it is not possible to determine if the utility moves will actually delay the contractor's work. 7

It is recognized that with the number of structures on this project the contractor would probably have to follow a definite sequence of operations in order to get the maximum efficiency in his construction operations. However, if he does present a claim one of the factors which should be considered is that the beginning 3 miles of the project were available to the contractor at the time the contract was awarded and other short segments of the project were available shortly thereafter.

The plans indicate the 30-inch culvert pipe are to be installed at Stas 1461 and 1479. During a field review of the drainage structures on this project the project personnel noted that the drainage areas served by these two pipes were very small. They recommended that the pipe size be reduced to 24 inches. This recommendation was concurred in by the State's Division office. The contract provided for sloped ends on the 30-inch pipe but there was no item to cover for sloped ends on the 24-inch pipe. A price agreement will be submitted to cover the cost of 24-inch pipe.

(more)

The following change orders have been submitted:

EWO #1 covering the State's share of flagging costs. Estimated cost $10,000. Approval recommended.

EWO #2 covering the cost of adjusting mail boxes. Estimated cost $250. The work covered by this extra work order is not eligible for Federal participation.

A price agreement will be issued to cover the cost of furnishing and installing conduits under various interchange legs for the south interchange to provide conduit in which to place irrigation pipe when this interchange is landscaped. Approval is recommended.

A price agreement will also be issued to cover the cost of performing sign illumination work in the Emigrant Avenue Interchange. A revision letter No. 1 deleted wiring and mentions wiring for two other interchanges, but failed to mention wiring required in Drawing No. S-533 which covers the wiring for the Emigrant Avenue Interchange. According to the information received from the field the contractor interpreted that the revision letter No. 1 deleted the wiring from this interchange, and therefore did not include the cost of wiring in his bid. Our approval is recommended.

EWO #3 covered the cost of providing two-way traffic signs on the westerly end of the project. Approval is recommended.

Five subcontracts have been approved in the amount of $703,004 or 8.83% of the prime contract. The subcontracts approved are as follows:

1. Subcontract to Oregon Erecting Company covering parts of Item 105 in the amount of $26,100.
2. Subcontract with Industrial Painting and Sandblasting Company covering another portion of Item No. 105 in the amount of $35,000.
3. Subcontract with Nelson Landscape Service, Inc. covering all of Items 66 to 69, inclusive, in the amount of $93,264.

(more)

4. Subcontract with Soule' Steel Company covering all of Items 103 and 104 in the amount of $431,750.

5. Subcontract with Sims Electric, Inc. covering all of Items 76, 83, 113 and 114 in the amount of $116,890.

The project records indicate that the specified compaction was being attained in the embankment areas.

FORM 2-1935 10M 6-67

RECEIVED [illegible] 1967 FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(22)204
7-44

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 6, 1967

City of Pendleton
Umatilla Water Control Dist. No. 1
Corps of Engineers-Walla Walla Dist.

Re: Revision of MH #6
36" Sanitary Sewer Siphon
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

Gentlemen:

Please refer to our letter dated April 26, 1967 which transmitted revised drawings of the proposed channel change of the Umatilla River on this project.

Due to the unanticipated delay in the award of the State's Pendleton Section Contract, it will be necessary for the City of Pendleton to construct a Manhole (MH #6) in the existing river channel this fall. The City's original plan for the construction of the sanitary sewer siphon (Highway Station 1296) was based on the premise that the highway contract would be awarded in the summer of 1967. This would have allowed ample time for the construction of the siphon by the City's contractor, and completion of the river channel change by the State's contractor before the 1968 spring runoff. However, this was not possible since the City's specifications called for their contractor to have his work completed during the 1967 construction season, and the State's specifications prohibit the State's contractor from working in the river channel until after June 1, 1968. This restriction is requested by the Oregon State Fish Commission.

This matter has been investigated in the field with the recommendation that manhole #6 and attendant facilities be redesigned to withstand the spring floods. Attached you will find one copy of sheet 10 of the Pendleton Section construction plans and two copies of the cross section of the Umatilla River Channel at Manhole #6 (southerly of State Highway Station 1295+50) which show a revised design of MH #6 which is intended to withstand the flow of the river until the proposed channel change can be completed.

We request your concurrence in allowing this manhole to remain within the existing stream bed until the proposed channel change is constructed.

Since the flow in the river may increase in the near future, we would appreciate an immediate reply. Should you have any questions, please do not hesitate to contact this office.

Very truly yours,

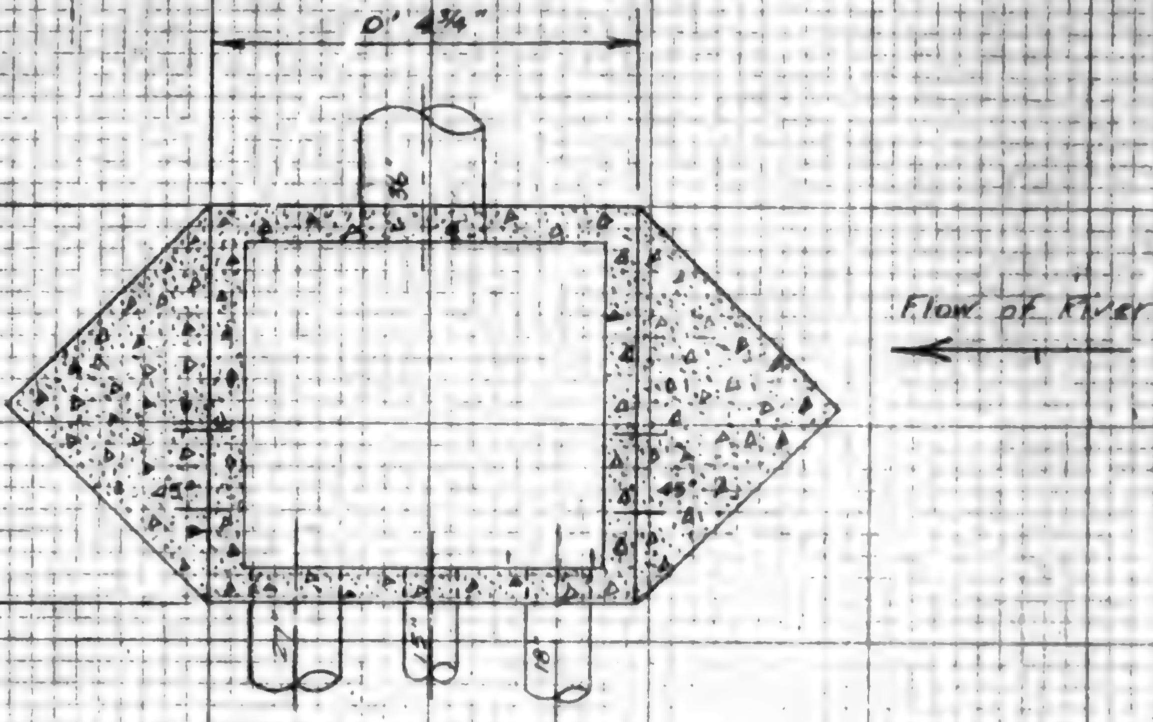
F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

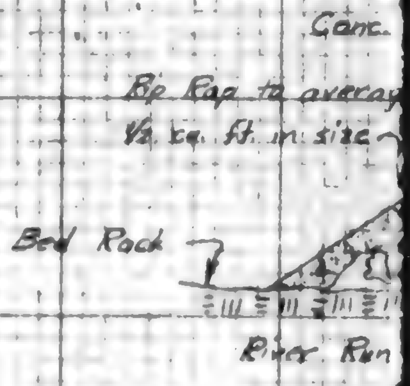
PGP:ss

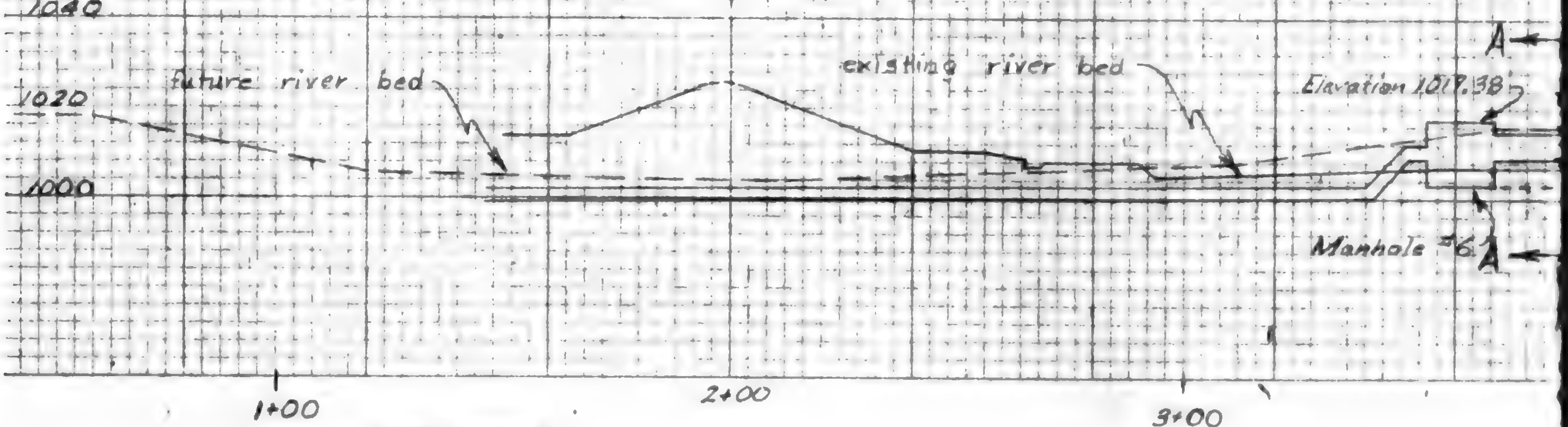
cc: A. W. Parsons
F. B. Klaboe
A. F. Parson
H. M. Fillmore

RECEIVED
DEC 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER



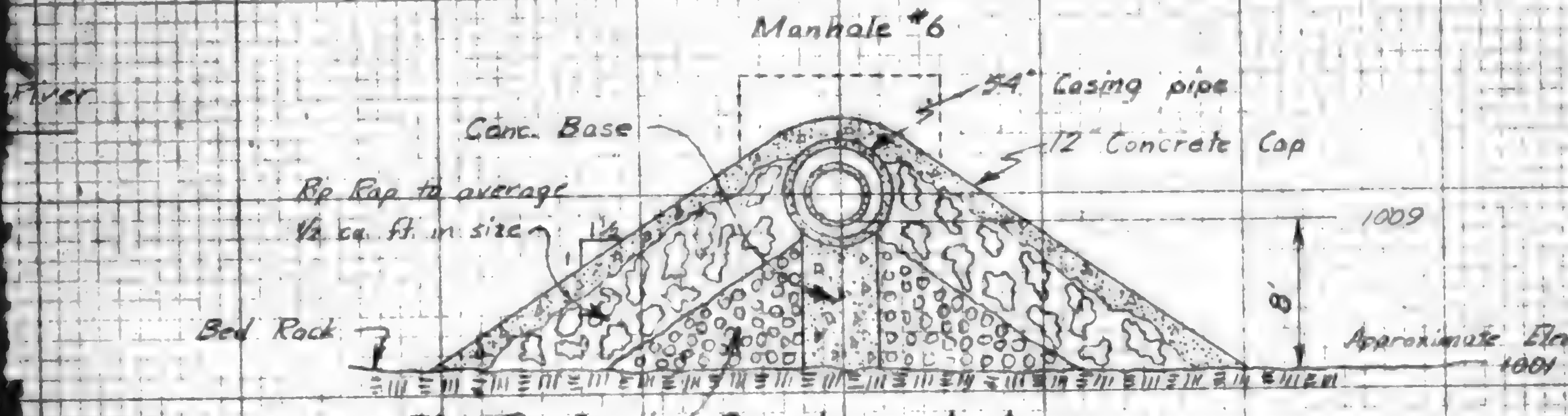
PLAN VIEW OF
ADDED CONCRETE
SIPHON BOX MH-6





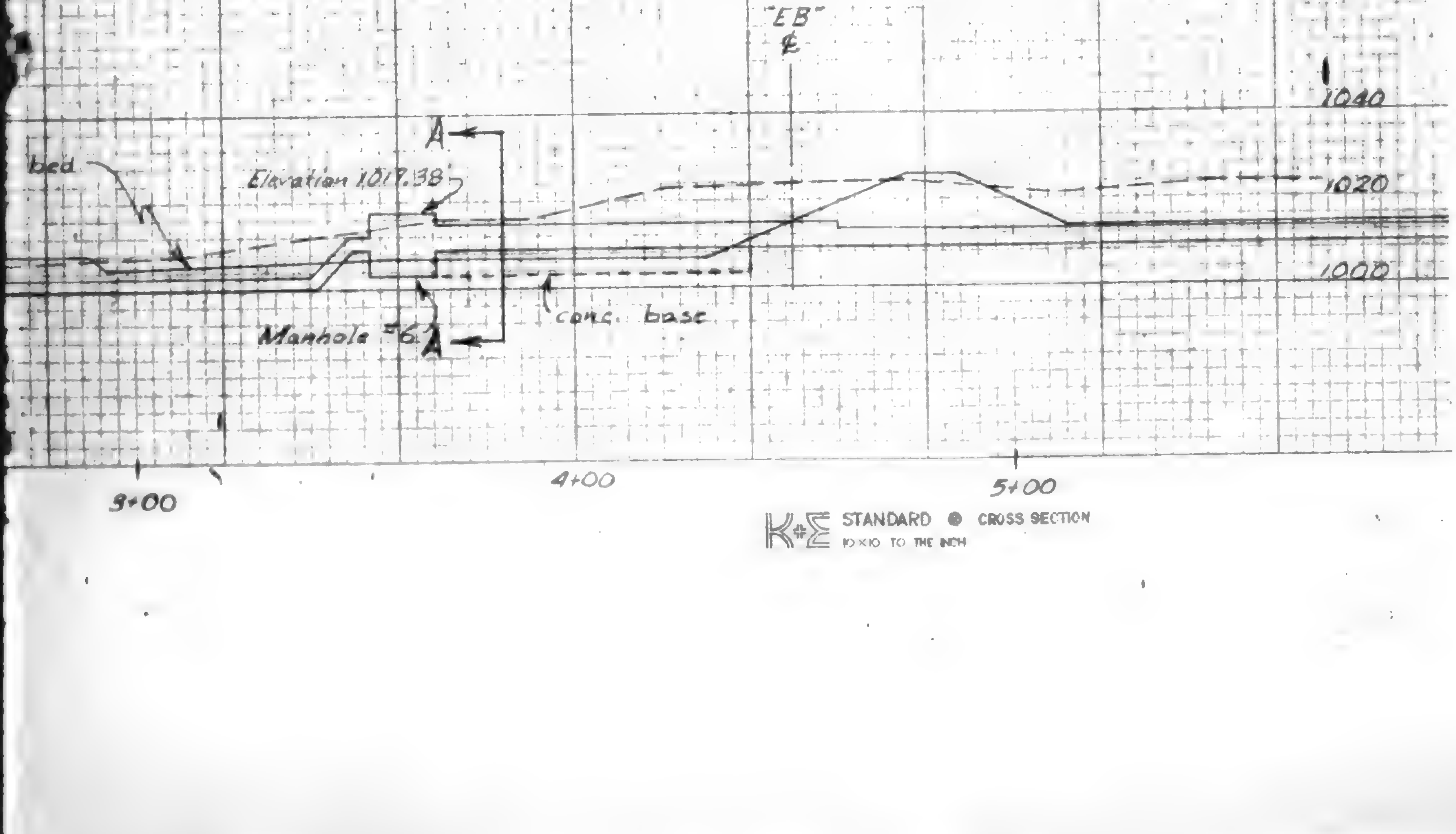
KEUFFEL & ESSER CO.
MADE IN U.S.A.

X Section at Manhole #6
(Hwy. Sta. 1295+50)



Section A-A

DETAIL SECTION OF
54" CONC. CASING PIPE



K+E STANDARD CROSS SECTION
10x10 TO THE INCH

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DEC 7 - 1967
FOR FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204
1097

December 1, 1967

Oregon State Board of Control
20 State Capitol Building
Salem, Oregon 97310

ATTENTION: Mr. Carl A. Haugerud, Secretary

Re: Eastern Oregon State Hospital
Outfall Sewer Line
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 20
R/W File No. 39150

Gentlemen:

Please refer to our Permit of Entry executed by you on September 28, 1967, and also our letter of October 30, 1967, which discussed the matter of Eastern Oregon Hospital and Training Center Sewer Line.

It has been agreed by the Oregon State Board of Control and the Oregon State Highway Department that the best interests of both parties can be served by the preparation of a separate agreement covering Eastern Oregon State Hospital and Training Center's sewer line problem.

Since the preparation and execution of this agreement will take approximately two months we are attaching two copies of a Permit of Entry for your signature. It is intended that this will remain in effect for 90 days, which should allow ample time to resolve this problem.

We regret that it was not practical to resolve this matter in time for your December Board of Control Meeting; however we will continue to give this matter priority until it has been resolved to the satisfaction of both parties.

If this Permit of Entry is satisfactory, please execute both copies and return the original to this office.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 1 - 1967
OFFICE
STATE HIGHWAY ENGINEER

PGP:ss

Attachments
cc: F. B. Klaboe
D. H. Moehring
H. W. Snell
A. F. Parson
C. D. Hiatt
C. E. Payton

FORM PR-33A(1) bc: OSHD (Klaboe)
(REV. 8-64) Region
Wash DC

I-80N-5(22)204
7697

11-21-67

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

REGION NO. 8	REPORT NO. 1	COUNTY Umatilla	STATE Oregon
DATE OF INSPECTION 11-7,8,21-67	INSPECTION MADE BY R. A. Nichols, Area Engr [illegible] WASHINGTON		PROJECT NO. I-80N-5(22)204

IN COMPANY WITH
see body of report

LOCATION OF IMPROVEMENT
The project work is located on and adjacent to right of way for FAI - 80N in the City of Pendleton

CONTRACTOR NAME AND ADDRESS
see body of report

AWARD DATE see below	CONTRACT AMOUNT see below	TIME ALLOWED see below	TIME STARTED see below	WORK STARTED
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED see below %	WORK COMPLETED 50 %	EST. COMPL. END OF MO 55 %

ROADBED (Width ____________ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Utility Adjustments	Y050	9.9	--	--	--	--	--	--

REMARKS

PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Utility Adjustments

The construction of the Pendleton Section of I-80N was divided into two main categories or construction projects - the utility adjustments and the actual construction of the freeway. The project covers the adjustment or relocation of utility facilities of the following organizations:

City of Pendleton
Pacific Northwest Bell Co.
Cascade Natural Gas Corporation
Pacific Power and Light Company
Eastern Oregon Telephone Co.

The various organizations are administering their own utility adjustments and for that reason each utility adjustment was inspected and will be dealt with separately in this report.

(more)

The city utilities were inspected on November 7 and 21 in company with Mr. Kent Cox, Resident Engineer for Wallulis and Staebler on both dates, Mr. R. M. Schwegler, Materials Engineer, BPR on November 7, Mr. Mert Fillmore, Assistant Resident Engineer, OSHD and Mr. Jack Coe, Junior Engineer, BPR on November 21.

The other utilities were inspected on November 9, 1967 in company with Mr. C. D. Hiatt, Resident Engineer, OSHD, Mr. C. E. Payton, Division Utilities Engineer, OSHD, Mr. Gerlach, Assistant Division Utilities Engineer, OSHD, Mr. R. M. Schwegler, Materials Engineer, BPR, Mr. Bill Inman and Mr. Homer Gallent, Pacific Power and Light Co., Mr. C. R. Sires and Mr. Roy Cook, Pacific Northwest Bell Co.

CITY OF PENDLETON

1. DESCRIPTION OF WORK

This portion of the project includes the adjustment or relocation of city waterlines, sanitary sewer lines and storm sewer lines. Although the State bears the final responsibility for the project work, the contracts for both the engineering and the construction were awarded by the City of Pendleton. The engineering contract which included preliminary investigation, design and administration of the utility adjustment contract was awarded to Wallulis and Staebler, Consultant Engineers. The adjustment contract was awarded to Galey Construction Company, Boise, Idaho.

The bids for the construction work were opened on July 27, 1967. Normally the contract would have been awarded a short time after the bid opening but, due to right of way difficulties, the contract was not awarded until October 10, 1967. The award date is only 12 days before the specified completion date (October 22, 1967) of Schedule A of the contract and a little more than a month ahead of the specified completion date (November 15, 1967) of most of the remaining work. It is unreasonable to expect the contractor to complete the work this quickly, so the writer recommends a reasonable time extension be granted if requested.

2. COMPLETED WORK

The contractor started work on October 4, 1967 and has completed about 50% of the contract work. The completed work includes laying about 60% of the 8-inch sanitary sewer pipe at Station 1243+, constructing the walls of the outlet siphon box left of Station 1292, placing about 1/3 of the siphon pipe, laying a 36-inch sanitary sewer pipe from Station 1293 to Station 1320 and from Stations 1329 to 1333+, pouring the concrete for the flap gate left of Station 1329+ for the 54-inch storm sewer and constructing the outlet for this same sewer, placing the 8-inch to 12-inch sanitary sewer in the NE

(more)

quadrant of the Emigrant Avenue Interchange, excavated to rock for sewer line right of Station E197+ and placed the 30-inch water main from Stations 1489 to 305. He has also worked on the nonparticipating water and sewer crossings at Stations 1270, 1390, 1399 and 1505.

3. WORK IN PROGRESS

During this inspection the contractor had one crew pouring concrete to anchor the sewer lines under the future channel change near Station 1297, and another crew was excavating for and placing the 30-inch water main in the vicinity of Station 305.

4. COMMENTS AND RECOMMENDATIONS

The plans indicate an 8-inch sewer is to cross I-80N at Station 1243+24. The field reported that this would conflict with a footing of the proposed undercrossing structure. The adjustment of the sewer line to eliminate the conflict was given preliminary approval.

Manhole No. 6 (left of Station 1298+50) will be located in the present river channel of the Umatilla River. When this manhole (siphon box) was designed it was anticipated that the river channel would be changed, therefore, it was not designed to withstand forces due to high water. It is now apparent that the river channel will not be changed until late summer at the earliest, therefore, the manhole would be subject to a least one high water period. Three proposals to adjust to the present conditions are being investigated. They are (1) redesign the manhole to withstand the forces due to high water, (2) delay construction of the manhole until next year and pay Galey Construction Company move in and move out costs, (3) eliminate the manhole construction from this contract and have Rogers Construction Co., the grading contractor, construct the manhole under a change order. If either proposal (2) or (3) is chosen, the sewer line will be capped at the manhole location to keep debris out of the line; however, the line would not be placed in service until the new manhole is constructed.

Sheet 10 of the plan indicates about 200 feet of an 8-inch sanitary sewer is to be placed within railroad right of way. Contrary to the State's certification that all right of way was clear, the railroad had not agreed to allow this encroachment onto their land. Subsequent to the award of this contract, the railroad gave notice that they will not agree to the encroachment so it will be necessary to purchase additional right of way or an additional easement from other people and locate the sewer outside the railroad right of way. It is not known how much, if any, additional costs will be incurred because of this revision. If there are additional costs, it is recommended Federal participation be limited to the cost of the planned installation because of the State's certification that the right of way was clear.

(more)

The 30-inch water line will cross the existing highway in the vicinity of Station 344. When the line is placed in this area it will be necessary to detour traffic. A detour was not provided in the plans and the contractor is not obligated to construct detours not shown. A change order which is to cover the cost of the detour will be submitted. Federal participation is recommended.

The writer witnessed the record sampling of the PC concrete which was being placed to anchor the sewer lines under the channel change right of Station 1292+.

The engineer (consultant) had test reports on the culvert pipe but they were not directly related to the pipe delivered to the project. The engineer is in the process of relating the test reports to the pipe on the project and is also expecting additional reports.

PACIFIC NORTHWEST BELL

1. DESCRIPTION OF WORK

There were 73 conflicts with aerial facilities and 3 conflicts with buried facilities of this company. The company has to adjust or relocate their facilities at all the points of conflict; however, they can only be reimbursed for relocating or adjusting their facilities which were on private land - in this case, 15 of the aerial facilities and 61% of one of the buried facilities. The facility adjustments eligible for reimbursement were specifically separated from the other work in the agreements between the telephone company and the State.

2. WORK COMPLETED

Buried cables have been placed in the vicinity of Stations 1265 and 1395. The cables have not been spliced into the existing lines, nor have the existing facilities been removed.

Nine ducts which will be used to house cables have been placed along 23rd Street and from there southerly to vicinity of Tutuilla Creek channel change.

3. WORK IN PROGRESS

The telephone company's contractor was excavating for and placing the duct carrier in the vicinity of the Tutuilla Creek channel change.

4. COMMENTS

The telephone company has made good progress in burying cables; however, they have not been able to remove any of their existing facilities

(more)

because their splicers have been occupied in other areas and the telephone company's representative did not know when or how many of these men would be available to work on this project. Consequently, the telephone company's representatives could not give us a work schedule; however, they did not believe their work would be done before March 1968. It did appear that they planned to coordinate their work with the contractor to the fullest extent possible.

PACIFIC POWER AND LIGHT COMPANY

The constructed highway will conflict with this company's facilities in four locations, i.e., in the vicinity of Station 1260, the Emigrant Avenue Interchange area, the South Pendleton Interchange, Station 1460, and Station 1566. The total number of poles in conflict are 95, of which 23 are on private property, the remainder being on public land. It has been agreed that the relocation costs would be divided according to the ratio of the number of poles on private land to the total number of poles. In this case the company would be reimbursed 34.73% to the total costs. The total relocation costs are estimated to be $32,040 with $11,127 to be the Government's share.

The actual relocation has not been started: however, most of the preliminary preparations have been completed. It was expected to begin the relocation work about a week after this inspection.

The Power Company's personnel stated that if the work proceeded according to schedule, the power line relocation would be completed by March 1968.

CASCADE NATURAL GAS CORPORATION

There were conflicts between the future freeway and this company's gas lines in 18 places. Fourteen of the conflicts were on public property, one conflict was partially on public property and partially on private land, the remaining three being wholely on private land.

As in the previous utilities, only the adjustments which had to be made due to conflicts on private land are reimbursable so the Gas Company was asked to estimate these costs. Their estimated construction costs were $19,220.65.

The Gas Company's contractor had relocated or adjusted the gas lines at the Emigrant Avenue Interchange and near Stations 1311 and 1375 prior to this inspection. There was no work in progress during the inspection.

EASTERN OREGON TELEPHONE COMPANY

The Eastern Oregon Telephone Company was not inspected this month.

C

NOV 1967

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(29)204

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 21, 1967

In reply refer to: 08-35.7

CJMathias

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Div Right of Way Off
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section
File 39143, Brown

Right of Way Engineer D. H. Moehring's letter of November 17, 1967 indicates that the State's Trial Attorney is desirous of securing a local fee appraisal on the Brown property for possible condemnation action. Your request is approved and Federal funds will participate in the cost of securing the additional appraisal.

orig to Moehring
11-22-67
copy to Young
11-29-67

RECEIVED
NOV 22 1967
OFFICE
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

- Klaboe

FORM 6-123

RECEIVED
NOV 21 1967
FOR FILING

I-80N-5(29)204

7097

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 17, 1967

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Subject: File 39143 - Brown
Pendleton Section and West
Extension of the Pendleton
Section
Old Oregon Trail Highway
Umatilla County

Dear Mr. Parsons:

A third appraisal has been requested by the Trial Attorney in connection with the above-numbered file.

The reasons for this request are included in a Memorandum from Robert A. Holland and approved by G. E. Rohde, a copy of which is attached hereto.

This Memorandum is to request your approval of securing an appraisal on subject property by a third appraiser who is local to the Pendleton area.

Very truly yours,

G. E. Rohde
Chief Counsel

D. H. Moehring
Right of Way Engineer

F. B. KLABOE
NOTED

DHM:CES:cl
Attachment
cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEI
NOV 20 1967
OFFICE
STATE HIGHWAY

FORM E-30 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1967

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: State of Oregon vs.
Doris M. Brown, et al.
L-5564 R-39143
Pendleton Section and West
Extension of the Pendleton
Section
Old Oregon Trail Highway

Recently I requested a local appraiser on the Brogoitti case (L-5558 R-39144). In my letter doing so, I explained I had a conversation with the Judge and local attorneys and was advised that we should have a local appraiser on any case in Pendleton, the reason for this being that the people are colloquial and give much more weight to one with first-hand observance.

The Brown property, which is the subject matter of this case, is adjacent to the Brogoitti property. It is the considered opinion of the Judge and various people in the courthouse and local attorneys that we should have a local appraiser on this case. At this time we have an appraiser from Medford and from Portland which represents the two opposite corners of the State. While this case is assigned to Glen Sorensen, I am making the request for a local appraiser because of my first-hand experience. While Mr. Glenn Gilbert was hired on the Brogoitti property as a local appraiser, he will not be available on the Brown property because he has made an appraisal for the owner.

I respectfully request that a local fee appraisal be obtained on this file.

Robert A. Holland jc

ROBERT A. HOLLAND
Staff Attorney

RAH:jc

I concur in the above request and hereby grant the requested authority.

Chief Counsel

Porter

FORM E-[illegible] 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 16 1967

I-8(N)-5(27)

RECEIVED
NOV 15 1967
OFFICE
STATE HIGHWAY ENGINEER

November 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Oregon Project I-80N-5(20)204
File No. 38883-Stover
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Attention Mr. Clyde Pike
Auditor

Dear Sir:

On November 9, you asked for more documentation regarding the optioning of the Stover property for an amount less than the reviewed figure. Attached you will find a copy of a supplementary Negotiation Record made by Right of Way Agent James Dixon and signed by his Supervisor, H. W. Snell. Also refer to Mr. C. J. Mathias' letter of May 4, 1966, Mr. Carl Smith's memo to the file dated May 17, 1966, and Mr. Mathias' letter dated June 14, 1966.

As discussed with you in person last Thursday, I authorized our agents to negotiate for the low appraisal, inasmuch as this is a hardship case and since the Bureau Right of Way team was sure that most appraisals made by Mr. Scharn and Mr. Gilbert were too high.

As you can see by the negotiator's statement, this file was consummated on the first call, which indicates a meeting of the minds in a very short time. Since a meeting of the minds is what makes the contract price in any real estate transaction, I beleive that a price of $73,000 was in the proper range.

If you need further information on this file, advise.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
R. L. PORTER

K. A. Chatwood
Administrative Right of Way Agent

KAC:AB
Attachment
cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

FORM 6-123X 10M 6-67

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NOV 14 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(27)
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 8, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Adjustment of Railroad Facilities
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(29)204
Contract No. 7097
YOUR FILE: D 323-1-68

NOTED
F. B. KLABOE

Gentlemen:

The estimate and sketch map covering the adjustment of your facilities which were attached to the agreement as Exhibits "B" and "A", respectively, to the agreement submitted with your letter of September 19, 1967, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of November 1, 1967.

Prior to beginning work, please contact Mr. C. D. Hiatt, Resident Engineer, 216 S. W. Emigrant Avenue, Pendleton, phone 276-4435, at least three (3) days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed on and subsequent to November 1, 1967 will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

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NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss:fw
bc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
C. E. Payton

Edwards

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NOV 2 1967
FOR FILING

I-80N-5(29)
7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 31, 1967

SUBJECT:

Lighting Installation
Old Oregon Trail Highway
City of Pendleton

To:

MEMO TO THE FILE

A meeting to discuss the lighting installation on the Old Oregon Trail Highway at the westerly entrance to the City of Pendleton was reviewed in the field yesterday with the following in attendance:

Charles McQuarry	- Pacific Power & Light Company
Homer Gallant	" " " "
Rudy Embysk	Pendleton City Manager
Howard Kraus	" " Engineer
Alfred Shirley, Jr.	Oregon State Highway Department
L. C. Smitton	" " " "

It was the opinion of this writer that the light poles on the southerly side of the highway should be moved to the northerly side where it is practical to install the poles further away from the traveled way, thus providing for a safer installation.

Mr. McQuarry suggested that a test be made using the utility poles now installed near the right of way line on the northerly side with long mast arms to support the luminaires and see if this will provide the illumination desired. This would be done prior to going to the expense of moving and reinstalling the present luminaires.

This was agreed to, and when the test installation has been made, all those in attendance will make an after-dark inspection and evaluate the situation.

Alfred Shirley

Alfred Shirley, Jr.
Asst. Division Engineer

AS:nd
cc. Tom Edwards
All attending

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NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINE

NOTED
TOM EDWARDS

RECEIVED
DEC 6 - 1967
FILING

I-80N-5(29)2[illegible]4

STATE HIGHWAY COMMISSION MEETING

Delegation Hon. D. R. "Sam" Cook, Umatilla County Judge, Pendleton, and others, re proposed interchange on I-80N west of the Pendleton Airport Interchange

Date 7097 October 31

Time 10:15 a.m.

Name	City or Town	Capacity
Judge Cook	Pendleton	
O. J. Brogoidi	"	

Pendleton deleg
10-31-67

JOHNS, SMITH & BEAMER
Wheat, Peas and Cattle
ATHENA, OREGON

October 30, 1967

Oregon State Highway Commission
Glenn Jackson, Chairman
Salem, Oregon

Dear Sir;

Johns, Smith & Beamer are intensely interested in an axcess road up Birch Creek with the easiest possible connection to the new Inter-State 80.

We think that any overall study of the whole area would show a considerable amount of traffic up Birch Creek from Rieth. If we do not get this good axcess now, the opportunity is permanently lost. We would appreciate any and everything you and your committee could do to help solve this problem .

Sincerely,
W. R. Johns - Partner
JOHNS, SMITH & BEAMER

P.S.
I am sorry not to be able to attend the meeting, but I have to go to a funeral this Tuesday.

[illegible]
276-7421

Blue Mt. Fir Products Inc.

Harold Bartsch
PRESIDENT

P.O. Box 538 Rieth, Oregon 97871

Pendleton delg
10-31-67

October 30, 1967.

State Highway Commission.
Attn. Honorable Glen Jackson.
State Highway Bldg.
Salem, Oregon.

Dear Mr. Jackson:

In regards to the interchange on Highway 80 N. as requested by Umatilla County:

We feel this interchange now requested will offer a satisfactory flow or traffic, which is urgently needed for our area.

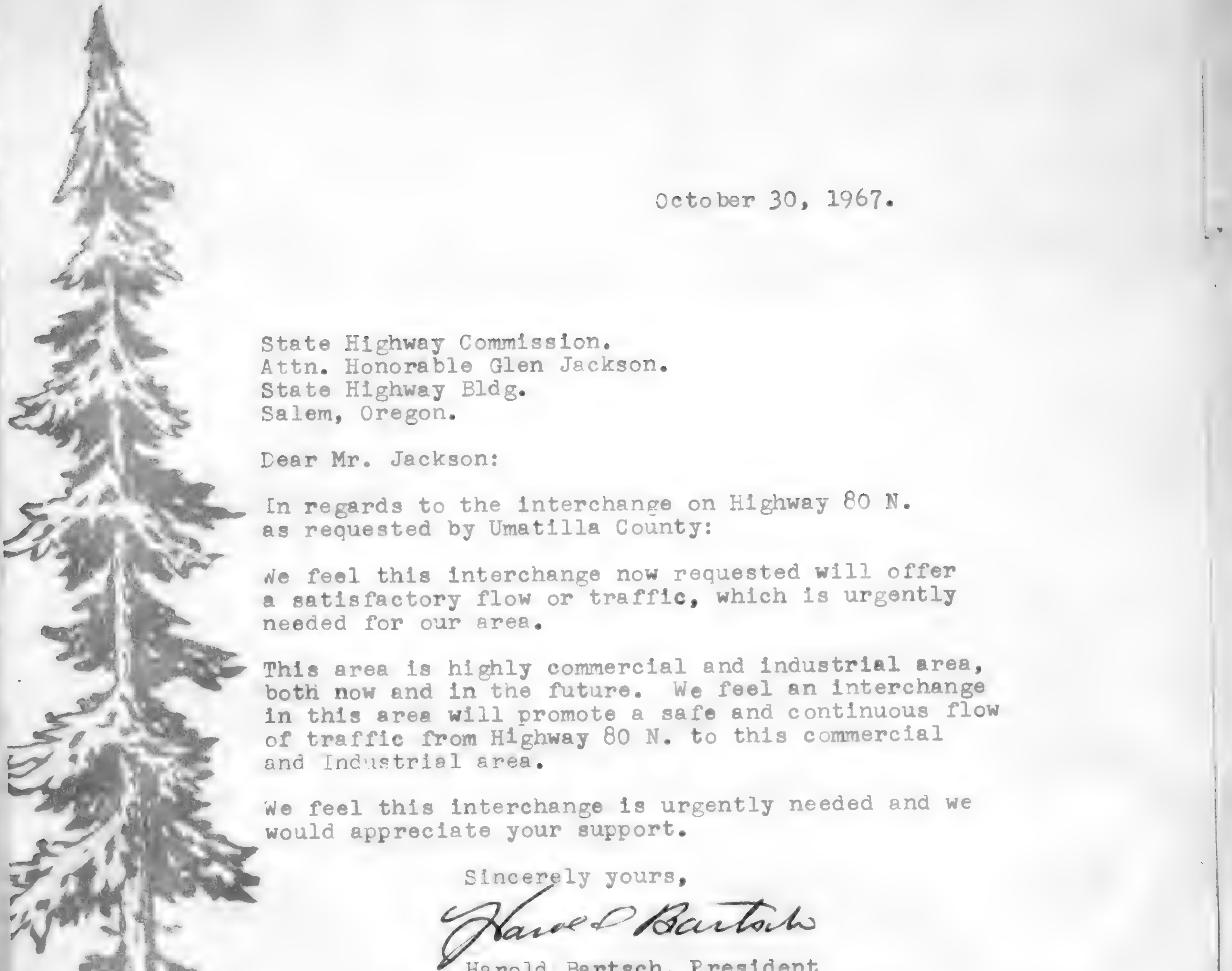
This area is highly commercial and industrial area, both now and in the future. We feel an interchange in this area will promote a safe and continuous flow of traffic from Highway 80 N. to this commercial and Industrial area.

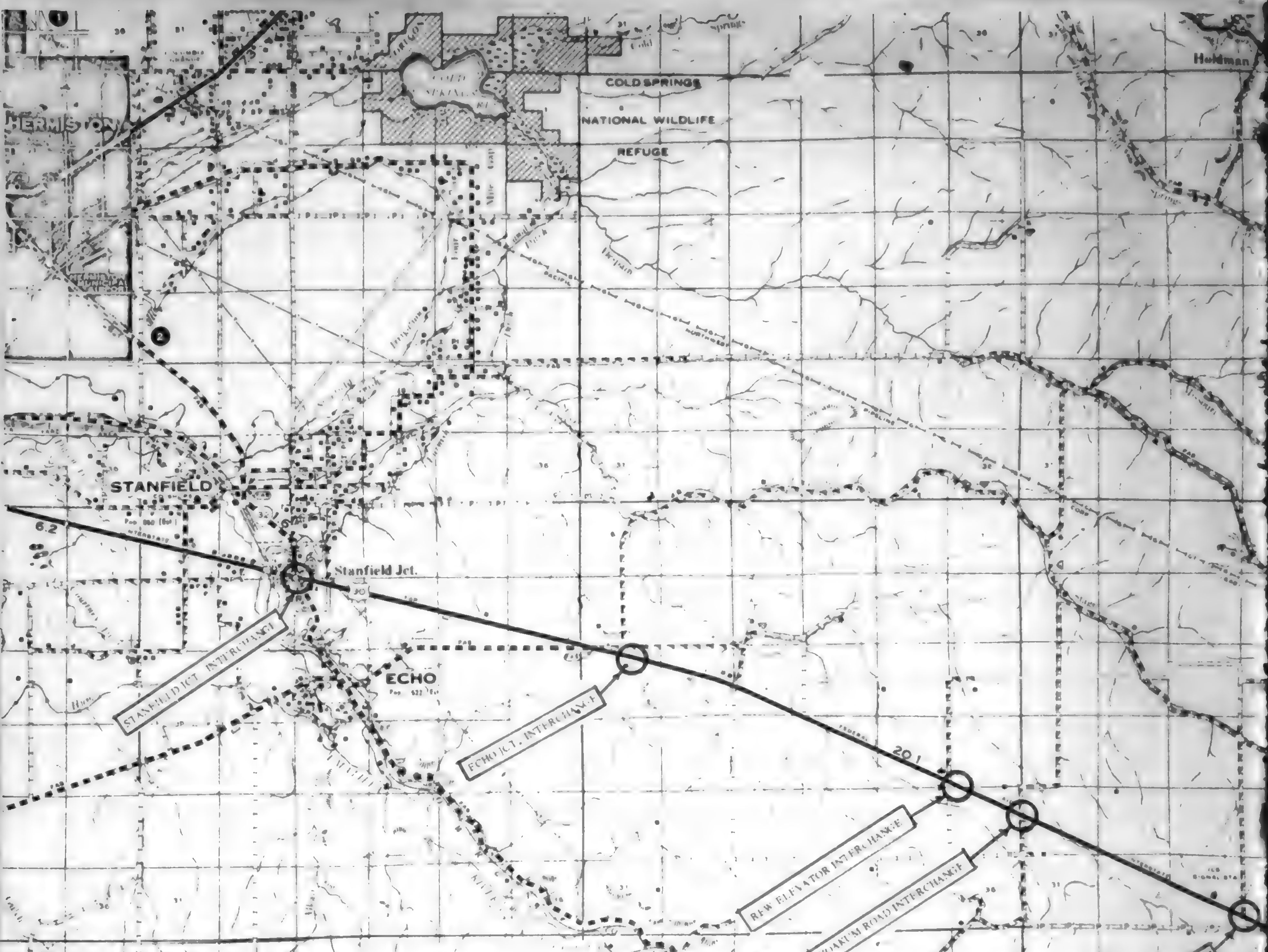
We feel this interchange is urgently needed and we would appreciate your support.

Sincerely yours,

Harold Bartsch

Harold Bartsch, President
Blue Mountain Fir Products Inc.

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YOAKUM ROAD INTERCHANGE
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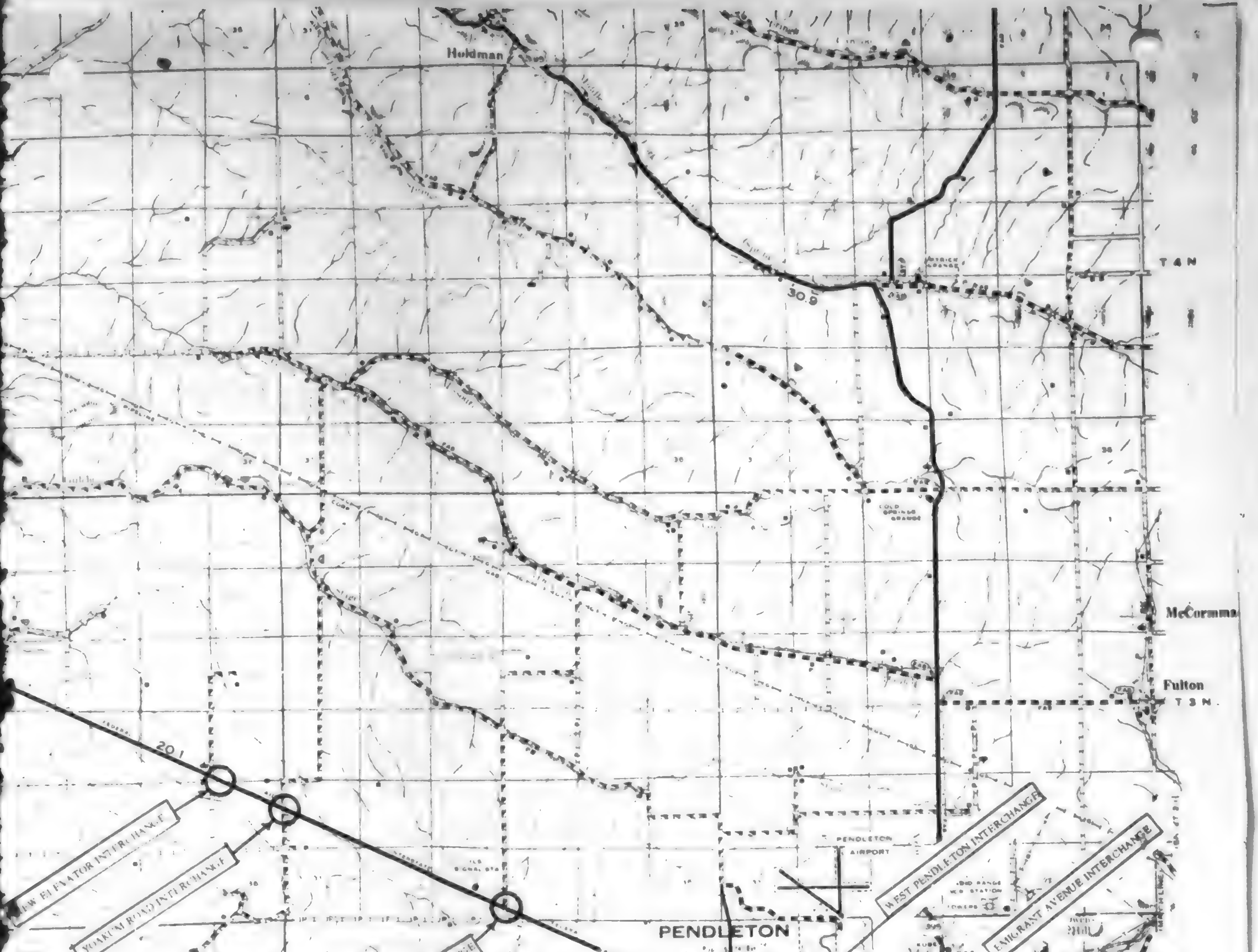
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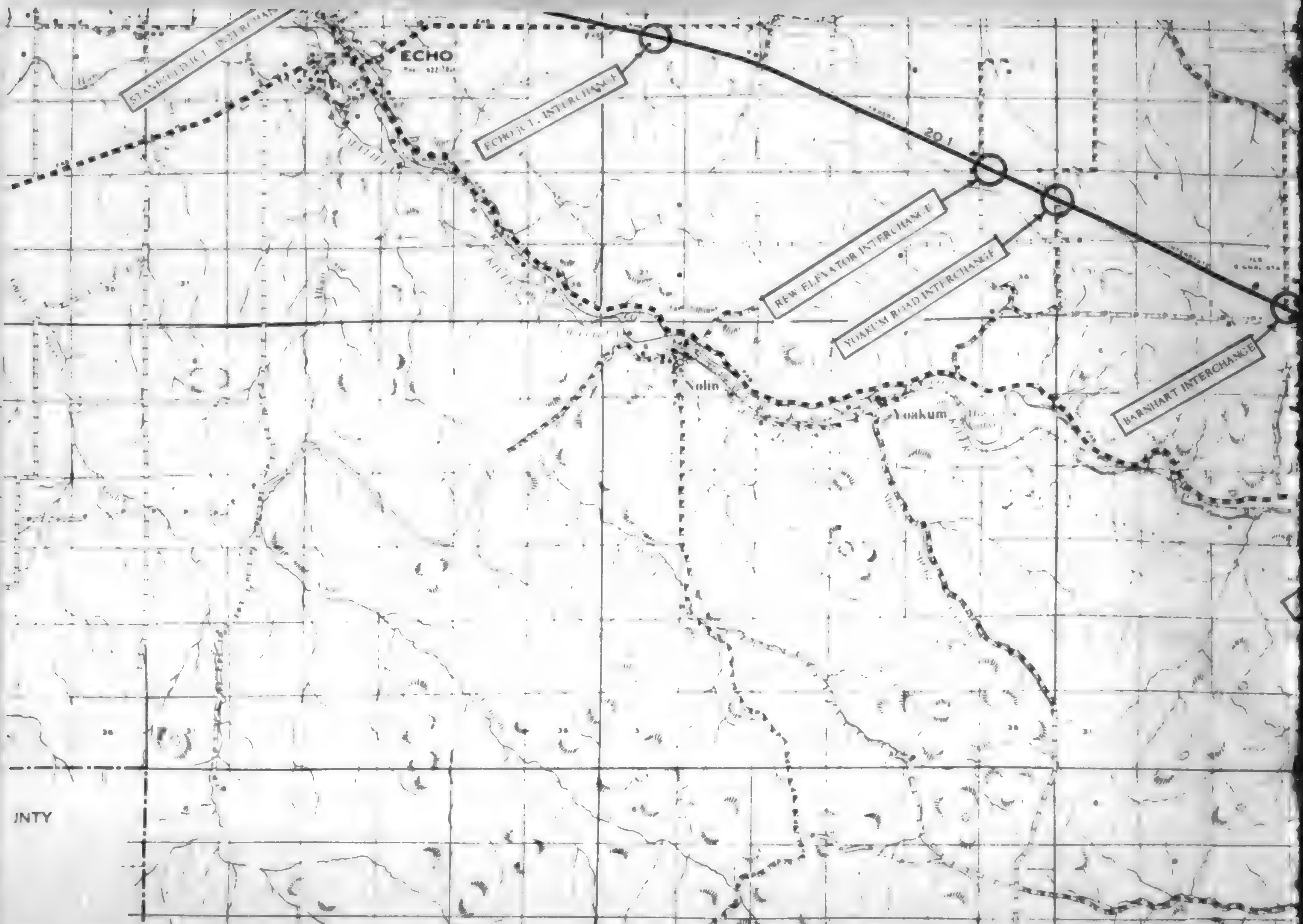
EMIGRANT AVENUE INTERCHANGE
Yoakum
RIETH
Barnhart
REQUESTED INTERCHANGE
COUNTY TO CONSTRUCT CONNECTING ROADS
SOUTH PENDLETON INTERCHANGE
EAST PENDLETON INTERCHANGE
2 N
McBee
Sparks
MCKAY CREEK NATIONAL WILDLIFE

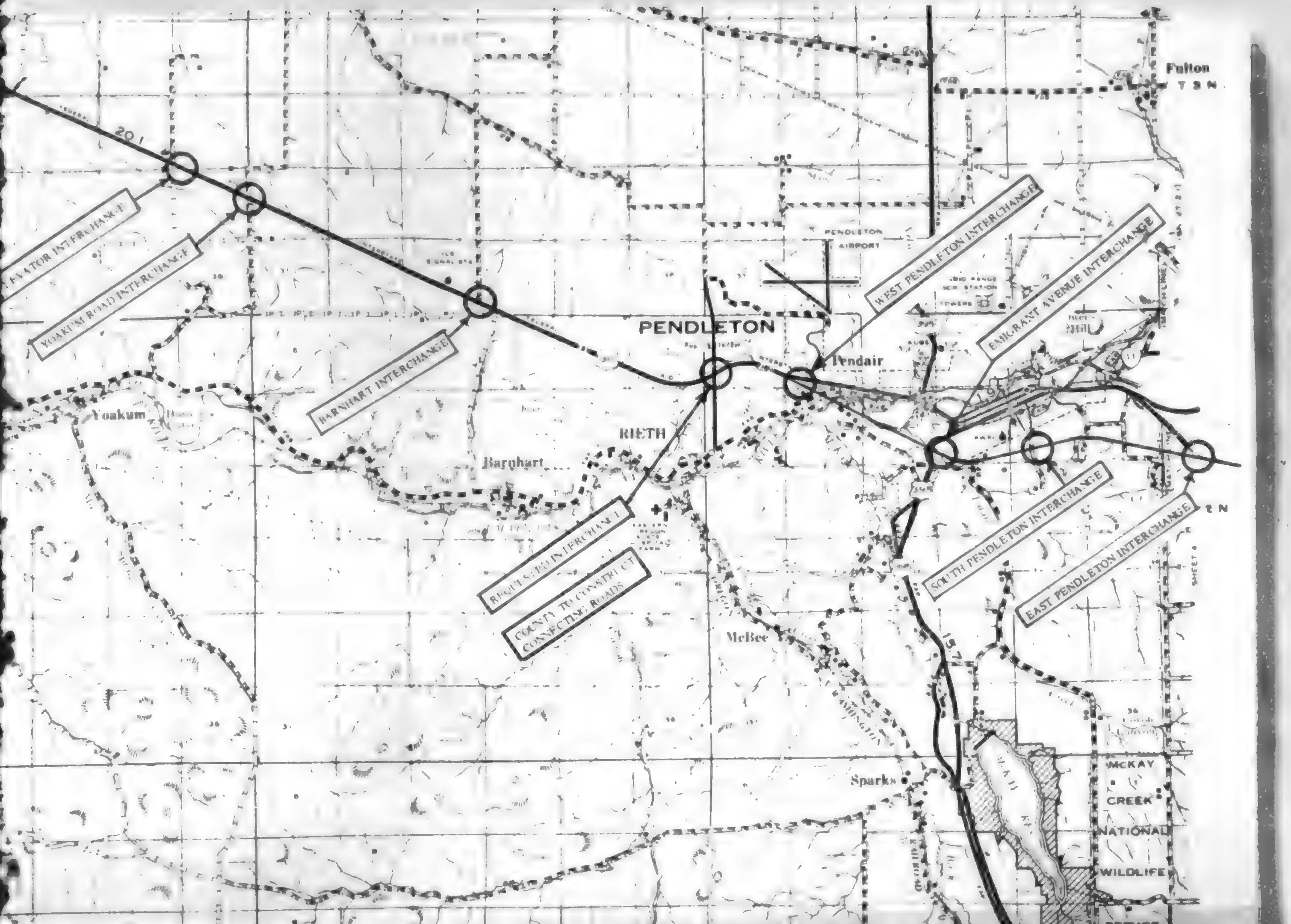


OREGON STATE HWY. DEPT.

Stanfield - Pendleton Sect.
Interstate 80N

Scale 1" = 2 Miles

Oct. 27, 1967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REQUESTED INTERCHANGE
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Pilot Rock
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RECEIVED NOV 2 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204

7697

October 30, 1967

Oregon State Board of Control
Carl A. Hagerud, Secretary
20 State Capitol Building
Salem, Oregon 97310

Re: Eastern Oregon State Hospital
Outfall Sewer Line
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

Gentlemen:

Herewith you will find a plan and profile of your 15-inch outfall sewer indicating the effect of our proposed construction on the "back-up" problem in the northerly portion of this line.

As mentioned in Mr. Wallulis' letter of March 21, 1967, to Dr. Silk of the State Hospital, the 15-inch sanitary sewer enters into the present intake syphon box at approximately the same elevation as the existing 36-inch city sewer. The proposed relocation of the 36-inch line will improve this condition by only approximately one tenth of a foot; however, since the new intersection of the hospital and the City line is closer to the hospital, the "back-up" will be proportionately closer to the hospital.

NOTED
F. B. KLABOE

This condition will be improved by the City's design of the proposed syphon. The City's new line will have an automatic relief valve which will prevent sewage from backing up higher than elevation 1013.88. It is the City's intention to flush the syphon periodically - that is, back up the level of the sewage to elevation 1013.88 and then release it. This will flush both the City's syphon and the hospital's outfall sewer below elevation 1013.88 which is approximately half way between manhole B and manhole C as shown on the attached sketch.

A field investigation reveals that the hospital's service lines in this area enter the outfall sewer at an elevation higher than the flow line of manhole C. (You will note on the attached profile that MH "C" is not affected by the "back up".) This is substantiated by the fact that a sump pump is used to drain the basement of these buildings.

Although the flushing of the City's syphon will momentarily back up the sewage in your line approximately 300 feet further than it does now, we feel that flushing action will tend to keep this portion of the line "free flowing" and thus certainly will not worsen the present condition. As pointed out above, this additional "back up" cannot enter any service line and does not enter any manholes which are not already affected.

Mr. Snell of our Right of Way Division submitted an option to you with his letter of March 16, 1967, offering $4340 for the land we need for highway construction. Since that time an additional easement for Cascade Natural Gas Company has been requested. For this we propose to offer you an additional $130. Therefore the total consideration for the property required as a result of highway construction is $4470.

In a meeting in your office on October 26, 1967, you suggested that the option concerning this matter contain statement to protect the Hospital's interest regarding the adjustment of the Hospital's sewer outfall. We would suggest the following: "Upon completion of the city's sewer relocation, the flushing system for their 36-inch syphon will be tested to determine if there is any detrimental effect to your sewer line, and if so, what action may be required to correct it."

If the above conditions and provisions are satisfactory please alter the option by changing the $4340 to $4470, and by adding the suggested language above, execute and forward to Mr. Snell in La Grande. Your cooperation in this matter is greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
D.H. Moehring
H. W. Snell
A. F. Parson
C. D. Hiatt
J. W. Valentine

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OCT 26 1967
FOR FILING

I-80N-5(29)204

7097

October 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 20, 1967 is requested in the award of contract for the Pendleton Section, Project No. I-80N-5(29)204.

The contractor receiving the award is Rogers Construction Inc. of Portland in the amount of $7,958,236.25 with the Contract No. 7097 assigned. This bid was received on September 28, 1967 and awarded December 20, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. One copy of tabulation of utility permit numbers is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

C

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NOV 3 - 1967

FOR FILING

I-80N-5(27) [illegible]

7097

October 24, 1967

1987

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Reference is made to correspondence dated September 21 and October 13 to you from Judge Cook of Umatilla County in regard to an additional interchange west of Pendleton on I-80N.

Previous correspondence on this subject had been directed to Mr. Cooper dated August 11 and August 25 and answered by Mr. Klaboe on August 21 and September 13. Estimates were made of the cost of an interchange at an existing local road mentioned in the Judge's first letter and an alternate position suggested by his second letter. In each of our replies, we have pointed out that there was no apparent justification for the expenditure of public funds for either the interchange (approximately $900,000) or the county roads to connect to it. The Judge, in his August 25 letter, requested information as to the additional data needed in order to justify the interchange and this was set out in our September 13 letter.

We were waiting for his reply to this letter before drafting an answer to his letter to you dated September 21; however, it seems apparent from his letter of October 13 that no justification data is to be supplied. I enclose a suggested reply to the Judge.

I might comment that this interchange appears to be essentially to serve the Brogoitti holdings. Mr. Brogoitti and Senator Raymond discussed this additional interchange with Mr. Ed Westerdahl, Executive Assistant to the Governor, on

September 28. A draft of a reply to Mr. Brogoitti was prepared for Mr. Westerdahl (which he used) pointing out that since it did not appear there was economic justification to support the requested interchange, no further action appeared possible at this time.

If further data is desired, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosures

P.S. I have just been informed that Judge Cook will appear before the Commission October 31, so you may wish to handle the matter at that time rather than by letter.

(Copy to Portland Office)

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

ADO:jr mc

SUGGESTED DRAFT FOR MR. JACKSON'S CONSIDERATION
October 24, 1967

The Honorable D. R. Cook
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

Reference is made to your letters dated September 21 and October 13 in regard to an additional interchange on Interstate 80N west of the West Pendleton Interchange.

I am advised that interchanges have been studied at two different locations at your request and that there does not appear to be an economic justification for construction of such a facility in either location. I understand that your letter to Mr. Cooper dated August 25 requested an indication of further data needed to justify the interchange, that Mr. Klaboe's letter of September 13 set out what was needed. The answer to your September 21 letter addressed to me was delayed to see if information would be forthcoming.

Unless factual information is available to indicate substantial benefits to the public to balance the considerable cost in providing the interchange, I feel we would be in a poor position to attempt a justification to the Bureau of Public Roads.

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REEB

UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

.6232

OCT 18 67

October 13, 1967

The Honorable Glenn L. Jackson, Chairman
State Highway Commission
Salem, Oregon 97310

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Dear Mr. Jackson:

I wrote on September 21, 1967, concerning an interchange the County has proposed on Interstate 80N north of Rieth to serve that area, Birch Creek and the area north and west of the Pendleton Airport which cannot be served by the other interchange.

The County is convinced of the need of an interchange in that area by the State and feels it important that it be constructed with the other work.

Probably you have not had the time to go over our proposal fully, but we urge you to approve of this interchange soon so we can go ahead with our planning.

Very truly yours,

D. R. Sam Cook

D. R. "Sam" Cook
County Judge

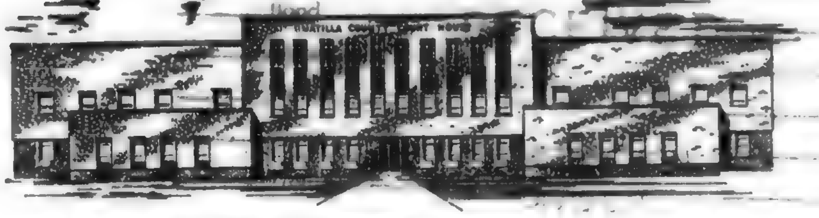
RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Hand
Poore
Morelock
Trout
Scott
Wills
Litchfield
Olson

6088
SEP 25 67

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

Klaboe

September 21, 1967

The Honorable Glenn L. Jackson, Chairman
State Highway Commission
Salem, Oregon 97310

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Dear Mr. Jackson:

We have written to Mr. Forrest Cooper, State Highway Engineer, proposing an interchange on Rieth hill which would satisfy a need which has previously been overlooked. Mr. Klaboe's reply of August 21, 1967, thought that the place we were indicating was further up the hill where there would be more rock problem.

His reply to our letter showed concern for the cost although it would be less there than farther up the hill. Also, he mentioned the cost for construction of connecting roads. These will not be at the expense of the state.

So there is no misunderstanding, the County feels very strongly that there should be an interchange in the place indicated to take care of the problems mentioned in our letter of August 11, 1967. We understand that recently the Highway Department proposed access roads on the north side in the property of The City of Pendleton, the Brown property and the Gorger property. If an interchange were placed in this area the access roads on the north side could be provided at less cost to the state.

Since the start of construction of the Pendleton Bypass is fast approaching, we would like the Commission's approval of this interchange at an early date.

Respectfully yours,

D. R. Cook

D. R. "Sam" Cook
County Judge

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SEP 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
DEC 5 - 1967

FOR FILING
I-80N-5(29)204
7097

October 20, 1967

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on October 2, 1967, accepted your proposal for grading, paving, structures, signing and illumination on the Pendleton Section of the Old Oregon Trail in Umatilla County for the sum of $7,958,236.25 and referred it to the State Highway Engineer with authority to award the contract as soon as permit of entry is received from the Railroad and approval of the Bureau of Public Roads is received.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7097. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson L. H. Young
C. D. Hiatt I. D. Merchant
Frank Morgan C. D. Matthis (SIAC)

FORM 2-1232 1UM 6-62

OCT 25 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(22)204
[illegible]

October 16, 1967

City of Pendleton
PO Box 190
Pendleton, Oregon 97801

Re: Access to your Easements from
the County Road Near Station 1487
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

ATTENTION: Mr. Rudy R. Enbysk

Gentlemen:

The matter of access to your easements from the County Road near Station 1487 has been discussed between representatives of this office and Mr. Wallulis at various times.

This is to advise you that access to your easement will be allowed along either side of the County Road between the toe of slope and the right of way fence as shown on sheet 17 of the above-captioned construction plans. A gate will be constructed in the county road right of way fence on either side of the county road opposite your easement. This would allow direct access to your easement areas.

A check of our plans indicates that the minimum distance between the toe of slope and the right of way fence is 15 feet which we feel will be adequate for your needs.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss
cc: Wallulis & Staebler
A. W. Parsons
F. B. Klaboe
D. H. Moehring
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED
OCT 13 1967

FOR FILING
I-80N-5(37)304
297

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1967

F. B. KLABOE
NOTED

To: MEMORANDUM TO THE FILE:

SUBJECT: State of Oregon vs.
Jay Brogoitti, et al.
L-5558 R-39144
Pendleton Section & West
Extension of the Pendleton Sec.
Old Oregon Trail Highway

This is merely to record for the file that Mr. Brogoitti, the defendant in the above entitled case, recently called the Attorney General to complain that the Highway Department has not honored its obligation and prior promises to him with respect to access and frontage roads. He left with Mr. Thornton a copy of a deed dated in 1955 wherein he had conveyed to the State the right of way for the existing highway. That deed had certain reservations of access to the main-traveled way for the use of the remaining property. It also had our standard future frontage road clause.

As Mr. Brogoitti would interpret the provisions of the aforementioned deed the State would be obligated should it ever take the reserve accesses to furnish a frontage road for the use of the remaining property.

I informed Mr. Thornton that the above provision, of course, could not bind the State forever and that by changing conditions the State could as it has in this case taken the accesses mentioned in connection with the proposed freeway and is not supplying the frontage road. Mr. Thornton was informed that we had previously filed a condemnation action wherein these matters would be included in the allocation of compensation. I further pointed out to Mr. Thornton that Mr. Brogoitti had previously raised the same questions in a letter to Mr. Jackson and that a reply had been made to that letter by Mr. Porter to the same intent.

G. E. ROHDE
Chief Counsel

GER:bg

cc - Mr. F. B. Klaboe
Mr. R. L. Porter

RECEIVED
OCT 18 1967

I-80N-5(27)PC 4
1097

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 11, 1967

Mr. O. Jay Brogoitti
112 N. W. 10th Street
Pendleton, Oregon 97801

Dear Mr. Brogoitti:

On your recent visit to my office with Senator Raphael Raymond, you brought to my attention your desire that the State construct another interchange westerly of Pendleton on Interstate 80 N. You left with me a copy of Assistant State Highway Engineer Klaboe's letter to Judge D. R. Cook dated August 21 concerning this matter and gave me the impression that Mr. Klaboe misunderstood the area involved.

It appears that you were not aware of a second letter concerning this matter dated September 13 also to Judge Cook by Mr. Klaboe which cleared up any misunderstanding in this matter. He also stated that the State Highway Department's analysis of the proposal was discouraging. Apparently, the proposal would cost approximately $900,000 which would have to be adequately justified to the Federal Government before funds could be allocated by them for its construction.

As it does not appear that there is economic justification to support the requested interchange, no further action appears possible at this time.

Added [illegible]

If I can be of any further assistance, please advise me.

Sincerely,

Governor

TM:ws
cc: The Honorable Raphael Raymond

bcc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
OCT 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 21, 1967

See: I-80N-5(27)187
Yellow. # 7017

The Honorable D. R. Cook
County Judge
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

This is 1 mile west of one desired.

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Your August 11 letter in regard to the improvements which could be made in the road system west of Pendleton has been reviewed and discussed at some length.

It is unfortunate that such planning could not have been done in conjunction with the area further west. It would seem likely that the requested interchange at the farm road from Rieth could have been constructed instead of the Barnhart Interchange since its prime justification was as an easterly connection for Stage Gulch Road.

An estimate has been made for a diamond-type interchange at the farm road from Rieth and, because of the grades and solid rock cuts involved, this will cost approximately $1,400,000. No attempt was made to estimate the cost of building the county road northerly to connect with Stage Gulch Road or to improve the other roads you mention. With the other roads and interchange which will be available, it seems inconceivable that the amount of traffic involved and the out-of-direction travel incurred would be sufficient to justify the necessary expenditure of public funds to put this plan into operation.

Unless further information is available from which an economic analysis can be made of the possible benefits to the public as opposed to the cost to the public, I feel that we would be in a very poor position to request this expenditure of funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

WALTER A. HOLT
RAYMOND E. REES

UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

August11, 1967

See # 7017 for Original

Mr. Forrest Cooper
State Engineer
State Highway Department
Salem, Oregon 97310

Re: Interstate 80-North: Interchange North of Rieth

Dear Mr. Cooper:

As you so well know, the location of highways is always a changing matter. New circumstances and a new look at old situations make for additional needs.

The County is preparing to pave the Birch Creek Road which would divert a considerable amount of heavy traffic from Highway No. 395 down Birch Creek to Rieth. The present farm road from Rieth to U. S. 30 will be closed with construction of Interstate 82-North. It becomes exceedingly clear with this and other changes and new developments at Rieth that the Rieth area will need a better route north and west of Rieth and onto the interstate highway.

North and west of Pendleton, Oregon, is a large area of wheat land which has been served historically and inadequately by a county road which runs into the Pendleton Airport lands and users of that road must then travel through the airport land on undedicated roads. This is on what is known as the Stage Gulch Road. The County presently plans to pave the Stage Gulch Road, and with a new connection between South Cold Springs Canyon to the intersections of Missouri and Despain Gulches and a connection to the Stage Gulch Road from Despain Gulch, this road will be used more in the

near future. As you know, with the change in the interstate highway there is poor access to the Gorger land and the Brown land, north of the state highway, and also City lands in that area which are outside the city limits. In this area west of the airport is the county-designated sanitary landfill which serves the whole Pendleton-Rieth area and is the only sanitary landfill operating in the area. Adjacent to that is a rock crusher site and rock stockpiles that are constantly used by the City of Pendleton and the County of Umatilla.

An additional interchange one mile or so west of the west Pendleton trumpet interchange would solve the problems for the areas south and north of Rieth with a road north from Rieth to the interchange and north from the interchange through the Brown property, connecting the Gorger property, the sanitary landfill, the crusher-stockpile site, and Stage Gulch Road. The problems on all these properties and the Brogoitti land would be eliminated. This would take care of access problems in the areas and the farm and industrial traffic in the Rieth area and the farm traffic in the area northwest of the Pendleton Airport which would extend many miles north and west.

Accordingly, Umatilla County requests that the State Highway Commission construct a diamond interchange, or other suitable structures for an interchange, immediately north of Rieth on Interstate 80-North. You may be assured of our full cooperation in this project.

Very truly yours,

D. R. "Sam" Cook
County Judge

Walter A. Holt, Commissioner

Raymond E. Rees, Commissioner

July 27, 1967

Mr. Glen L. Jackson
Chairman
State Highway Commission
Public Service Building
Portland, Oregon

Dear Mr. Jackson:

On my way home from my meeting with you in Portland it occured to me that during our discussion concerning the access to my property we have always been discussing direct access onto an interchange. I have always had in mind my present access was such that it could not be easily taken away from me.

In checking the deed that I gave to the Highway Commission in 1955, I find that there was a frontage road clause which when constructed would take my access off the main highway but give me access to the frontage road and it also provided that the frontage road shall be connected to the main highway. I was assured then that I would have access if not directly, then by a frontage road. This has previously not been taken into consideration by the Highway Commission and should cast a new light upon giving access off the freeway to my property.

Looking this over reminded me that this was one of the reasons that I knew I would always have access one way or the other to the main highway.

I hope this added information will assist you in working out the arrangements for another interchange.

Very truly yours,

Jay O. Brogoitti

o

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RECEIVED
OCT 4 - 1967
FOR FILING
I-80N-5(29)204
7097

October 3, 1967

Oregon State Highway Commission

Gentlemen:

An agreement with the Union Pacific Railroad Company covering construction of the Pendleton Section of I-80N in Umatilla County will be on the agenda for the October 31 meeting.

The agreement covers standard conditions encountered in crossing operating Railroad property. The expense to the State for adjustment in signal and communication lines and the furnishing of inspection and flagging services by the Railroad is estimated to be $29,710. This work is eligible for Federal Interstate participation.

The matter was approved by Chairman Jackson and Commissioner Simpson on September 27 and will be on the agenda for formal confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson
RLP:ms kf

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OCT 4 - 1967

I-80N-5(20)204

Machning

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7097 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 29, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Div R/W Officer
Salem, Oregon

C J Mathias

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Section
Parcel 39144, Brogoitti

Administrative Right of Way Agent Chatwood's letter of September 27 has requested that we approve for Federal participation the cost of securing a third appraisal on the above-mentioned property. The basis of the request is supported by a memorandum from the Legal Section, which indicates a need to secure a local appraiser for possible trial purposes.

Federal funds will participate in the cost of securing the additional appraisal.

orig to Machning
copy to Young
10-3-67

NOTED
E. B. KLABOE

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S.

RECEIVED
SEP 29 1967

FOR FILING

I-80N-5(29)204
7097

September 29, 1967

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

1983
226

Dear Mr. Enbysk:

Re: Pendleton-John Day Highway
Interchange, Pendleton Bypass
Section, Old Oregon Trail
Highway, Umatilla County

Attached is a copy of a letter dated November 12, 1965, to Mr. M. O. Gardner in answer to his October 28, 1965, letter.

Our plans are to provide curbs from Emigrant Avenue to the ramp terminal south of the freeway. A five-foot berm will be provided which may be paved by the City for sidewalk purposes. From the ramp terminal south of the freeway to the existing Highway No. 395, ten-foot paved shoulders will be provided.

Highway Department policy does not permit the construction of sidewalks with road-user taxes except where they are replacements of existing walks.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson - Enc.

Att.

DNS:jr srb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

September 20, 1967

Mr. Fred Klaboe
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

The attached letter, dated October 28, 1965, expresses the city's concern for provision of pedestrian sidewalks along Highway 395 south.

To date we have had no reply to this inquiry, and the need for adequate pedestrian access to the Sherwood Heights area still exists. Will you please advise what arrangements have been incorporated in the highway relocation construction design for pedestrian movement in this area.

Sincerely yours,

Rudy R Enbysk

Rudy R. Enbysk
City Manager

enc.

Curbed [illegible] [illegible] present
5' berm [illegible] (south of
to ramp terminal. Then south
Hwy.
10' paved shldr.

Routing

Morgan
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Swan

Poese
Morelock
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Scott
Wills
Litchfield
Olsen

RECEIVED
SEP 22 1967
CONSTRUCTION
DIVISION

RECEIVED
SEP 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Olson
Asst. Const Engr.

THE WORLD'S ROUND-UP CITY

RECEIVED
NOV 15 1965
FOR FILING

4

November 12, 1965

226

Mr. M. O. Gardner
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Pendleton-John Day Highway
Interchange, Pendleton
Bypass Section, I-80N

Dear Mr. Gardner:

This is in answer to questions raised during your recent visit of October 22 and by letter dated October 28 requesting that the State provide a sidewalk along one side of the Pendleton-John Day Highway from the southerly limit of the new construction to the termination point on S. W. Emigrant Avenue.

We have submitted to the Bureau of Public Roads and received approval for providing walks on the structure over the proposed channel change of Tutuilla Creek. It is our intention to provide 10-foot shoulders on the Pendleton-John Day Highway throughout our revision. There is the possibility that curbs may be provided from the creek structure into S. W. Emigrant Avenue. If so, a berm would be provided which we would permit the City to pave for walks.

It is policy for the Highway Department to provide sidewalks only as replacements, not as original construction. If curbs are not provided, then pedestrians can use the 10-foot shoulder area for walking.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. H. S. Cox

DNS:jp srb
Enclosure (map returned to Gardner)

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

October 28, 1965

REFERRED TO
Morgan
By Asst. State Hwy. Engr.

R/Dargan
1 week

Mr. Fred Klaboe
State Highway Engineer
Assistant Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

On Friday, October 22nd, when I visited your office in Salem to discuss various matters concerning the I-80 By-pass in Pendleton, I outlined a new problem which had not previously been given any consideration. This was the provision of a pedestrian sidewalk along Highway 395, from the Sherwood area and underneath the 395 interchange to S.W. Emigrant Avenue.

This is a matter of considerable importance since already several hundred homes exist in the southwest area. Most of the new residential construction in the Pendleton area is concentrated in the southwest area and an eventual population of 7,000 persons is predicted. Since becoming aware of this problem it has been noted that there is pedestrian traffic using this route and a large proportion of these pedestrians are children. Also this route, as in the case of vehicles, is the only route between that area of the city and downtown. Pedestrians and vehicles have only this route.

It is certain that this pedestrian traffic will increase and it is requested therefore that a sidewalk be constructed on one side of the new roadway from the southerly limit of the new construction to the termination point on S.W. Emigrant Avenue.

Yours very truly,

M. O. Gardner
City Manager

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
[illegible]
Litchfield

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NOV 8 1965
CONSTRUCTION
DIVISION

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NOV 1 1965
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

Klaboe

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

SEP 29 1967

I-80N-5(27)204

7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

SEPTEMBER 27, 1967

MR. A. W. PARSONS
DIVISION ENGINEER
U. S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET
SALEM, OREGON

SUBJECT: FILE 39144 - BROGOITTI
PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

DEAR MR. PARSONS:

IT IS REQUESTED THAT YOU AUTHORIZE HAVING ANOTHER APPRAISAL MADE OF THE ABOVE-NUMBERED FILE.

ATTACHED TO THIS LETTER IS A COMMUNICATION FROM THE TRIAL ATTORNEY TO WHOM MR. ROHDE EXPLAINED THE REASONS FOR NEEDING THIS APPRAISAL FOR TRIAL PURPOSES.

THE COST OF THIS APPRAISAL SHOULD RUN FROM $1,000 TO $1,350.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

K. A. CHATWOOD
ADMINISTRATIVE RIGHT OF WAY AGENT

CES:CL
ATTACHMENT
CC: G. E. ROHDE
M. R. MITCHELL
R. L. PORTER
F. B. KLABOE
L. H. YOUNG
C. H. MAISON

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1967

SUBJECT:
State of Oregon vs.
O. Jay Brogoitti, et al.
Case No. [illegible]
L-5556 [illegible]
Pendleton Section and
West Extension of Pendleton
Section
Old Oregon Trail Highway

To: Mr. G. E. Rohde
Chief Counsel

The above-entitled case involves a partial taking from a very valuable wheat ranch in Umatilla County. Valuation problems are complicated by the potential commercial value of portions of the ranch. Mr. Gainer has appraised at $74,500.00; Mr. Vanderbilt at $[illegible].00. The review appraiser has assigned a value of $[illegible].00.

During the course of my last visit to Pendleton I had a conversation with the judge pertaining to this case. A verdict had just been entered on a highway case where the jury awarded the same value as our witness, Glenn Gilbert, a local Pendleton appraiser. The judge commented that because of the nature of the eastern Oregon people it certainly was wise to have a local appraiser and that this was especially applicable where local knowledge is required. Pendleton is in the northeast corner of the state. So far, we have a Portland appraiser from the northwest and a Medford appraiser from the southwest corner. In my opinion we should have a local appraisal on a case of this magnitude and importance. I am certainly not criticizing the appraisals on the file — I am only stressing the need for a local witness. Either Glenn Gilbert or Bill Schorn would supply the necessary local talent so that the other side would not "localize" us.

[illegible]
Staff Attorney

[illegible]:jc

I concur in the above request and hereby grant the requested authority.

Chief Counsel

cc: Mr. Frank C. McKinney
Mr. R. H. [illegible]
Mr. Carl E. [illegible]

RECEIVED
SEP 29 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(22)2
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Memorandum of Understanding
City of Pendleton Pretreatment Plant Adj.
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)204

Dear Sir:

This is to advise you we have received your letter of September 22, 1967, and the attached memorandum of understanding concerning this proposed adjustment.

We concur that the Memorandum of Understanding, as attached to your above-mentioned letter, is a true representation of the agreement reached between the State and Bureau of Public Roads at their meeting of September 20, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
Carl E. Smith

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 22, 1967

In reply refer to: 08-35-EC/404
X: I-80N-5(20)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
City of Pendleton Pretreatment Plant Adjustment

NOTED
F. B. KLABOE

Mr. Preston's May 29, 1967 letter and former correspondence provided data for the subject adjustment which was referred to our Washington office for a determination of the method of reimbursement under paragraph 1(d) of PPM 30-4. Your recommendation was to use the appraisal approach.

On September 20, 1967 Messrs. Kirk and Park of our Washington office met with various members of your staff. An agreement in the manner of reimbursement was reached and the procedures to arrive at the solution were discussed. As the result of this meeting, the attached Memorandum of Understanding was prepared by this office.

Your concurrence in this Memorandum of Understanding is requested. ✓

Enclosure
Memorandum of
Understanding

orig to Litchfield w/enc.
copy to Young
Maison

9-26-67

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Memorandum of Understanding Between
Oregon State Highway Department and the Bureau of Public Roads
Damages to City of Pendleton's Pretreatment Plant
Oregon Project I-80N-5(22)204, Pendleton Section

September 20, 1967

A meeting was held September 20, 1967 to discuss the documentation necessary to determine the basis and amount of Federal-aid reimbursement to the State for the acquisition of the Pretreatment Plant on the subject project. Those in attendance were:

Bureau of Public Roads

J. E. Kirk, Chief, Utilities Staff, Washington, D. C.
C. A. Park, Chief, Appraisal Staff, Washington, D. C.
C. J. Mathias, Division Right of Way Officer
J. H. Girvin, Division Assistant Engineering Coordinator
Howard Stanley, Region Right of Way Officer
C. H. Snow, Region Utilities Engineer

Oregon State Highway Department

T. W. Litchfield, Utilities Engineer
Jim Valentine, Field Utilities Liaison Engineer
Carl E. Smith, Appraisal Supervisor
F. D. Morgan, Construction Engineer
Phil Preston, Assistant Utilities Engineer

It was agreed that the State's documentation would include the following:

I. A. Before and after appraisals of the value of the City's real property (sewerage treatment facilities) affected by the project. The facilities affected include the main sewerage treatment plant plus the pretreatment plant for the cannery. Since the pretreatment plant is only a small portion of the City's facilities involved in this taking the before value of the City's sewerage treatment facilities in this instance may if practicable be obtained from the City's records and/or public records on file.

B. In this instance the after value of the unaffected portion (main treatment plant) of the City's real property may also be secured from the above sources.

C. The after value of the portions of the property affected by the taking should be determined by considering all compensable elements of damage resulting from the highway taking that can be established and supported by proper engineering and appraisal procedures, in accordance with PPM 80-3.

The State's analyses should identify the areas of potential severance damage as the result of the taking. The appraisal reports should include an analysis of all types of depreciation. The Clark & Groff report does not now include such an analysis. The appraisal reports will be reviewed and the fair market value established.

II. The difference between the before and after values determined as described above will establish the value of the taking and the damage to the remainder before any restoration.

III. The State will document all feasible and economical cost-to-cure methods, such as, replacement in kind, inclusion in the proposed main plant expansion and the like.

Federal participation will be limited to the most economic and feasible cost-to-cure method not to exceed the established difference in the before and after appraisals before any restoration. In any event Federal participation cannot exceed the normal pro rata share of the total present State obligation, if any, in this matter.

R SEP 29 1967

Memorandum

Klabre

U.S. DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 25, 1967

I-80N-5(29)204

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer, by G R Brooks
7097 Salem, Oregon
G. R. Brooks, Dist Engr

SUBJECT: Oregon Project I-80N-5(29)204, Pendleton Section

Our September 6 PS&E memorandum stipulated that this office must be in receipt of the Union Pacific Railroad agreement on the subject project on or before September 21. This stipulation was satisfied by Mr. Litchfield's September 20 letter and attachments.

We have reviewed the agreement and find it satisfactory except for two questionable features: (1) Section 3b (page 7) concerning "interpretation of PPM 30-3" and (2) Section 3b (page 7a) concerning the interest rate applied to bills not reimbursed after a 90-day period. We understand you are actively working on these matters and will advise us on your progress.

You are authorized to proceed with railroad protective work effective today.

Further authorizations will be withheld until our concurrence in award under the conditions covered by Mr. Litchfield's letter.

orig to Litchfield
copies to Sollis
Young
9-26-67

RECEIV
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGIN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 29 1967
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 22, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-5(22)204
7697

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204, Pendleton Section
Cascade Natural Gas Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated March 7, 1967, and the subject utility's letters dated May 8, May 31 and August 31, 1965, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated September 15, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. The use of Mid Mountain Contractors of Bellevue, Washington is approved. Reimbursement on an actual cost basis estimated to be $19,220.65 is approved.

Receipt of Mr. Valentine's July 25, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

You are authorized to proceed with utility right of way acquisition effective today as described in Mr. Litchfield's letter.

Our program memorandum dated September 2, 1966 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

orig to Litchfield
copy to Young 9-25-67

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 19 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(29)204
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Power Distribution Facility Relocation
Pacific Power & Light Company
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 204

Gentlemen:

Your letter of August 1, 1967, approved the agreement, as evidenced by our Staff Attorney's letter dated March 7, 1967, and Pacific Power & Light Company's letter of March 27, 1967. Authorization to proceed with the actual adjustment was withheld until the required permits were approved.

The permits were transmitted to your office by Mr. Hagemann's letter dated September 7, 1967; and, we understand approved on September 15, 1967.

Your authorization to proceed with the work is requested effective September 18, 1967.

Very truly yours,

F. B. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1967
FOR M

Memorandum

U.S. DE[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1967

In reply refer to: 08-35-EC

I-80N-5(22) 204

Original signed by
A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

7097

SUBJECT: Oregon Project I-80N-5(22)204, Pendleton Section
Eastern Oregon Telephone Company Adjustment

On September 2, 1966 you were authorized to proceed with the subject adjustment under the provision that after a determination of eligible costs is made your agreement will be reviewed for approval. We have been furnished the company's letters of January 17 and July 1, 1966, correspondence with Mr. Welty and Mr. Litchfield's August 31, 1966 and Mr. Preston's June 21, 1967 letters considered with our August 23, 1967 memorandum constituted the agreement for the relocation excepting property rights.

Mr. Litchfield's September 14, 1967 letter completes the property rights requirement by submission and Mr. Karnopp's September 5, 1967 Quit Claim Deed. The subject agreement is approved.

NOTED
F. B. KLABOE

9-20-67

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 18 1967

I-80N-5(22)204

FOR FILING

7697

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 14, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section, Old Oregon Trail Highway
Utility Line Relocations - City of Pendleton

As requested in Mr. Young's letter of September 13, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 14, 1967 in the award of the City of Pendleton's contract to Galey Construction Company, of Boise, Idaho, low bidder in the amount of $779,424.00 at the July 27, 1967 bid opening.

9-18-67

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
SEP 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 18 1967
FOR FILING

I-80N-5(29)204

7697

September 11, 1967

5976

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Your File: 08-35-DA

Dear Sir:

Your letter of August 31 makes further comment concerning our proposal to use cantilever signs at the exit in order to provide the safest possible operating conditions. As you know we have deferred to the necessities of work scheduling on the Pendleton Section and have removed those units from the contract plans and specifications.

We do wish to call your attention once again to the concept set forth in the AASHO manual of "Highway Design and Operational Practices Related to Highway Safety". On page 27, the first two paragraphs clearly substantiate our proposal. The second paragraph very positively states that "Overhead signs carrying exit directions should be located a few hundred feet in advance of the gore area or be cantilevered from supports at a protected position on the side of the roadway".

In view of the great emphasis being placed on highway safety by the Bureau of Public Roads, we would request your consideration of our previous proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk kp

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Edwards [illegible] 9-5-67

DATE: August 31, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Bypass Signing

You are to be commended in attempting to provide the highest measure of safety to drivers by providing them with the most visible and best type of signing. However, this office does not believe that overhead cantilever signs at the exit direction location will provide better signing than properly located ground-mounted signs. Our position on this matter has not changed from that expressed in our August 9 memorandum to you.

We are sorry that we cannot comply with the request made in Mr. Edward's August 25 letter concerning this matter.

to Buck –
Find the quote in
the "yellow pencil"
& discuss.

Copy - Young
Gov. Files

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

Edwards
[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 31, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Bypass Signing

You are to be commended in attempting to provide the highest measure of safety to drivers by providing them with the most visible and best type of signing. However, this office does not believe that overhead cantilever signs at the exit direction location will provide better signing than properly located ground-mounted signs. Our position on this matter has not changed from that expressed in our August 9 memorandum to you.

We are sorry that we cannot comply with the request made in Mr. Edward's August 25 letter concerning this matter.

to Bud —
Find the quote in
the "yellow peril"
& discuss.

Copy - Young
Gov. [illegible]

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 28 1967

FOR FILING
I-80N-5(29)204
7097

August 25, 1967

5930

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Pendleton Bypass Signing
Oregon Project I-80N-5(29)204

Dear Sir:

Your letter of August 9 limits the Federal-aid Interstate participation in the installation of Exit Direction Signs to the cost of ground-mounted installations and again rejects the proposed overhead signing.

We feel that your decision concerning this type of signing requires reconsideration, particularly in light of the recent directives concerning safety.

We are convinced that the overhead signing will provide the best and most efficient type of signing for drivers who must make a decision at these exit points. This belief stems from constant communications from motorists. They are confused. This will lead to accidents.

Our proposal has been based on these precepts. We are attempting to provide the highest measure of safety to drivers by providing them with the most visible and best type of signing. In light of the extreme emphasis being placed on safety by both the State and Federal governments, we feel that we must once more request your reconsideration of this matter and once again ask your approval for this type of sign installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:njc/TE:ja

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35-DA

RECEIVED
AUG 15 [illegible]
TRAFFIC ENGINEERING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Edwards [illegible]

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Bypass Signing

Mr. Edwards' letter dated August 1 outlined the changes proposed for the signing on the Pendleton Bypass. This office is pleased to see that all of the modifications you propose will be acceptable to this office; however, we do not agree that overhead cantilever signs are warranted at the exit direction sign locations.

We have again reviewed the particular locations of the proposed overhead signs, the portion of the Interstate Sign Manual relating to overhead signs, Mr. George Williams' July 24, 1963 Circular Memorandum, and previous correspondence concerning this same proposal. This office, on the basis of the aforementioned review, will limit FAI participation in the installation of the exit direction signs to the cost of properly located breakaway ground-mount installations.

Gen Files - 8-15-67
Copy - Brambell
8-11-67
Bud - Discuss

[illegible] 11 1967
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 8 - 1967

FOR FILING

COMMISSIONERS
GLE[illegible] [illegible]AN
MEDFORD
K[illegible]
W[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I 80N 5 (29) [illegible]
7077

September 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Dealings with Union Pacific RR Co.
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(29)204

Dear Sir:

In your letter of August 4, 1967, regarding the Oregon Federal Aid Interstate Program you state with regard to the above-captioned section that the P.S. & E. request be accompanied by the minimum documentation necessary to comply with PPM 30-3 which includes (1) railroad agreement (proposed), (2) permit of entry and (3) approval of plans by the railroad.

During the past month we have maintained constant contact with the Union Pacific Railroad Company in an effort to obtain what you request by this date. I have been advised by Mr. Glenn Tabor of the railroad that the railroad agreement has been prepared and is presently being circulated in their Portland office for approval of their various officials prior to release to the State. Mr. Tabor has told me that it is contrary to their policy to release an agreement until it has received proper review and approval of all company officials. This will take approximately one week. This means that by September 14, we should have the railroad agreement in our possession. At our request the railroad has prepared the attached letter dated September 6, 1967, wherein they state that the agreement has been prepared and is presently being circulated in their offices.

With regard to the permit of entry I should like to point out that this is covered by the railroad agreement. Although I have not seen the provisions of the agreement proposed for the Pendleton Section, I have been advised by Mr. Tabor that it contains provisions similar to those contained in the agreement for the Stanfield Junction-Pendleton Section, Project I-80N-5(26)187, which was approved by your letter of August 29, 1967. Please refer to that agreement, Section 1 on page 2. In that section the railroad grants to the State temporary easements for the purpose of constructing the various features of the project occupying the railroad right of way. The State has the right to enter on railroad property after the agreement has been

NOTED
TOM EDW[illegible]

signed by the Highway Commissioners and is in the railroad's hands. We anticipate that the Commissioners' signatures can be obtained and the agreement delivered to the railroad prior to September 28, 1967. A permit of entry in letter form requires nearly as much time as the agreement itself, since it must be prepared by the railroad's legal staff and approved by the same company officials who approve the railroad agreement.

Insofar as approval of plans is concerned, preliminary plans have been transmitted to the railroad by the Bridge Department and the undersigned, and we attach hereto copies of letters from the railroad dated July 11, 1967, and March 2, 1967. The July 11, letter approves the bridge plans and the March 2, letter approves the grading plans. All requests of the railroad have been incorporated into the plans. The construction plans will be sent to the railroad at the same time they are made available to contractors. It will take at least one month from the date the plans are sent to the railroad until the State will receive an approved copy back from the railroad. This is minimum time since you must realize these plans are first reviewed by the Portland office and then sent with comments to their Omaha office where they are further reviewed. The Omaha office returns plans to the Portland office with their approval and comments, and the Portland office then returns a set of plans to the State with the official approval and comments of the railroad noted thereon.

In light of the evidence submitted herewith showing that the railroad has prepared an agreement, that the State will have the agreement in their possession within one week and that the railroad has approved the State's preliminary plans, we request the authorization to advertise this project with the understanding that the bid opening will be delayed should a satisfactory railroad agreement not be in our possession by September 28, 1967.

It has been our experience that the Union Pacific Railroad Company does not make extra effort to cooperate with the State and the prosecution of highway projects. In their opinion the State Highway Department and anyone else constructing highways is a competitor, and they do not intend to help their competitor any more than is absolutely necessary. We feel that to have obtained as much information as we havewith respect to this project represents for the Union Pacific, considerable extra effort. We feel that rigid compliance with PPM 30-3 with respect to producing the requested documents along with the P.S. & E. request is impractical when the Union Pacific is involved.

Very truly yours,

F. D. Morgan,
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield,
Utilities Liaison Engineer

TWL:nn

Encs.
bc: Tom Edwards
F. B. Klaboe
L. H. Young
I. D. Merchant
A. F. Parson

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

September 6, 1967

D 323 - 1 - 68

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Mr. Morgan:

Pendleton Section
Old Oregon Trail Highway

Reference is made to the State's recent request for an agreement to cover construction and maintenance of an overcrossing at Railroad M. P. 212.97 in connection with the State's reconstruction of the above captioned section of highway to inter-state standards.

Wish to advise that an agreement has now been prepared by our Legal Department, however, it is being reviewed by various local Company officers before releasing to the State. It is expected that this review will be completed shortly and you should have the agreement in your hands within the next few days.

Very truly yours,

W. D. Johnson

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~C. L. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND ~~17~~, OREGON
97227

JULY 11, 1967

(File Ref. D 323 - 1 - 68)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. Theo. C. Roake,
Asst. Bridge Engineer

Dear Mr. Merchant:

Reith Hwy. & UPRR O'xing
Pendleton Section
Old Oregon Trail Highway
Umatilla County, Br. No. 9520 & 9520A

Reference is made to your letter of May 31 transmitting Oregon State Highway Department Drawings Nos. 22536 and 21173, Plan andElevation Drawing and Vicinity Map, respectively, for the Interstate Highway overcrossing structures the State proposes to build at Railroad MP 212.97, Pendair, Oregon, under the captioned project.

Wish to advise that the drawings have been approved by Mr. J. M. Bates for the Railroad's Chief Engineer, subject to the State constructing a drainage ditch at toe of highway fills shown in Section A-A on Drawing No. 22536 as necessary to provide drainage at time the fills are installed. This is indicated in red on print of Drawing No. 22536 returned herewith along with print of Drawing No. 21173, each bearing the approval of Mr. Bates.

Very truly yours,

W. G. Johnson

encs.

Copy to Litchfield 7-13-67 rec.

Routing
Morgan
Docker
Dond
Barboo
Walker
Clenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
JUL 13 1967
CONSTRUCTION
DIVISION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 2, 1967

File Ref. D 323 - 1 - 68

Routing
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CONSTRUCTION
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1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Pendleton Section - Old Oregon Trail
Highway - - - - - Umatilla County

Reference is made to your letters of December 21, 1966 and January 5, 1967 transmitting drawings and preliminary plans to cover Interstate Highway construction under the above-captioned project.

Herewith returned is one print each of the State's Encroachment Map 8B-35-4 dated December, 1966 and Encroachment Cross-sections 8B-35-5 dated December, 1966 together with a set of the Highway Department's preliminary plans. As noted thereon the attachments bear approval of Mr. J. M. Bates for the Railroad's Chief Engineer, subject to corrections in red and pink as follows:

Encroachment Map and Cross-sections

The reconstruction of Rieth Highway as required on this project will encroach no closer than 55 feet from center line of the Railroad's main track and will allow for improvement of existing service road along a siding as situated northerly of our main track.

Preliminary Plans
Sheet 2C

The subgrade on the Railroad's service road as shown in typical section on this sheet should be modified to indicate 20-foot minimum as distance between center line track and service roadway shoulder except under structures where 18-foot minimum is to be provided.

Sheet 8

Easements are to be granted to the State for construction and maintenance as indicated in red.

Sheet 14

Per note attached to this sheet, the State will not permit access between the Interstate Highway and local roads except by way of an highway overcrossing it plans at present across the Railroad's tracks in Pendleton, MP 215.89. While a temporary connection is to be provided to County road presently crossing the Interstate Highway location for purposes of handling local traffic during construction period, no public access will be allowed by the State from this road to the Freeway.

If agreeable to the State, the Railroad will arrange for a formal agreement on basis of the above and will appreciate your arranging for appropriate revisions to the State's plans and receipt of the usual four (4) copies in final form when available.

Yours very truly,

W. D. Johnson

encs.

RECEIVED
SEP 14 1967
FOR FILING

I-80N-5(29)2 4
7097

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: Sept. 6, 1967

In reply refer to: 08-35.A-

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(29)204
Pendleton Section
Grade, pave, structures & landscaping

NOTED
F. B. KLABOE

9-14-67
REFERRED TO
Young [illegible]
Asst. State Hwy. Engr

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids subject to the conditions below. A signed copy of the title sheet is returned herewith.

In accordance with the agreement reached at a meeting on September 7, 1967, attended by Messrs. Young and Litchfield of your office, and Parsons, Brooks, Girvin and Nichols of this office, the required railroad agreement, together with proper indication of a right-of-entry permit and railroad approval of your plans, is to be furnished this office at least one week prior to the scheduled opening of bids, or the opening will be postponed until such documentation has been furnished. This shall not be considered a precedent and future projects involving railroad agreements will be authorized only as provided in PPM 30-3, paragraph 8(a), as discussed at the above mentioned meeting. The Railroad Agreement should be accompanied by a request for authorization to proceed.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' August 3, 1967 report except for 20 outstanding files and the City of Pendleton. We understand that these files are being negotiated but if not successful, condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award. Mr. Preston's August 30, 1967 Utility Status Report indicates that both reimbursable and nonreimbursable utility adjustments are involved. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. With regard to the City of Pendleton utility adjustment contract, we are concerned that the delay in award may be a factor in possible delays to the subject project work. Therefore, it should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Young

in Public Roads participation for the liquidated damages involved in non-approved time extensions. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the applicable utilities covered in Mr. Preston's report in your request for concurrence in award.

? see me

The use of Article 330-3.22A Profile Index (Supp. Stds 3/1/67) is approved for use on this project.

The agreement dated January 25, 1966 with the City of Pendleton, covering traffic control measures and provisions for city-owned utility adjustments on the project were approved by this office on February 16, 1966. The rough draft of your permit-of-entry to the city's parcel containing their pretreatment plant is satisfactory. Evidence of concurrence by the city should be furnished by award date. It is understood that this permit-of-entry is an approved interim device and a supplemental agreement will be executed establishing the method of reimbursement. Action on the manner of Federal reimbursement is now pending, however, you are authorized to proceed with the removal of the salvable materials and other necessary actions by City Forces to prepare the site for the highway contractor. This authorization is subject to a later determination of eligible costs and our approval of the supplemental agreement.

The pavement type selection for the project is accepted on the basis of documentation attached to your June 3, 1966 "Project Base Design" sheet justifying the use of continuously reinforced concrete. Our acceptance in this instance should not be construed as establishing a precedent for other sections if further review of the economic analysis should indicate modification of some of the factors utilized therein will be necessary.

You are authorized to proceed with the contractor's flagging included in your estimate for $9,000.00.

Mr. Young's September 5, 1967 letter indicates that State conservation agencies agree that stone dike groins or other devices may be necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Young see me

Your estimate should show the overhead cantilever signs are nonparticipating as covered by our August 9 and 31 memorandums.

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

RECEIVED
AUG 31 1967

I-80N-5(29)264
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 29, 1967

Cascade Natural Gas Corporation
222 Fairview Avenue North
Seattle, Washington 98109

ATTENTION: Mr. Edward Neiderer, Jr.
Vice President

RE: Gas Distribution Line Adjustments
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)176

Gentlemen:

Please refer to our Staff Attorney's letter dated March 7, 1967, which listed certain facilities owned by your company in conflict with the construction requirements of this project.

Bids will be received by the State Highway Commission on September 28, 1967 for this work. A perusal of the conflicts as listed in the above-mentioned letter indicates that there are a number of them, which are located on public road right of way and therefore are non-reimbursable, that will probably conflict at an early date with the State's contractor's operations. We therefore request that youcontact Mr. L. C. Smitton, District Maintenance Superintendent, P. O. Box 459, Pendleton, Oregon 97801, for approval of your non-reimbursable work. Please commence work immediately upon approval to avoid any possible claims from our contractor.

It is our understanding that we can expect your revised estimate and sketch for the reimbursable work in the near future. For reasons mentioned above, it is imperative that this work be commenced at an early date also. Your cooperation in this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss:fw
bc E B. Klaboe
A. F . Parson
L. C. Smitton
J. W. Valentine

RECEIVED
AUG 24 1967

FOR FILING
I-80N-5(24)204

7097

August 23, 1967

622

Mr. O. Jay Brogoitti
112 N. W. 10th Street
Pendleton, Oregon 97801

Dear Mr. Brogoitti:

Mr. Glenn L. Jackson, Chairman of the State Highway Commission, has referred your July 27 letter to this office for reply. This has to do with your current rights of access to the Old Oregon Trail near Pendleton.

As matters now stand, you have certain rights of access that can be eliminated by the construction of a frontage road; however, this does not mean that as plans change and conditions are altered, the Highway Commission is precluded from purchasing these access rights at their fair market value. If changing conditions require a different plan or scheme at a later date, such changes may be made. A property owner is protected in that before any property or any right therein can be acquired by a public body, just compensation must be tendered.

The second interchange that you mentioned would have to be justified by additional warrants or criteria and becomes a matter of economics along with having to comply with Federal-aid Interstate highway standards.

If there is something about this that is not clear or if you feel I could furnish additional data, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
F. D. Morgan
A. F. Parson

RLP:ms
bc Mr. Glenn L. Jackson

Rod Porter

AUG 10 67

REFERRED TO

July 27, 1967

RECEIVED
AUG 2 1967
FFICE OF
nn L. Jackson

Mr. Glen L. Jackson
Chairman
State Highway Commission
Public Service Building
Portland, Oregon

Dear Mr. Jackson:

On my way home from my meeting with you in Portland it occured to me that during our discussion concerning the access to my property we have always been discussing direct access onto an interchange. I have always had in mind my present access was such that it could not be easily taken away from me.

In checking the deed that I gave to the Highway Commission in 1955, I find that there was a frontage road clause which when constructed would take my access off the main highway but give me access to the frontage road and it also provided that the frontage road shall be connected to the main highway. I was assured then that I would have access if not directly, then by a frontage road. This has previously not been taken into consideration by the Highway Commission and should cast a new light upon giving access off the freeway to my property.

Looking this over reminded me that this was one of the reasons that I knew I would always have access one way or the other to the main highway.

I hope this added information will assist you in working out the arrangements for another interchange.

Very truly yours,

Jay Brogoitti

Jay O. Brogoitti

Routing
Morgan
Decker
Bond
Barbee
O Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
AUG 11 1967
CONSTRUCTION
DIVISION

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] AUG 2 1967

FOR FILING

Maint

Traffic

[illegible]

[illegible]

August 1, 1967

Mr. O. Jay Brogoitti
112 N. W. 10th Street
Pendleton, Oregon 97801

Dear Mr. Brogoitti:

Mr. Glenn L. Jackson, Chairman of the State Highway Commission, requested that I contact you and explain the Department's position relative to the construction of an additional interchange on I-80N about a mile westerly of the Pendleton airport.

An interchange in this area that would meet design standards will cost approximately $730,000 and there is no hope of securing federal participation in financing such a facility. Further, we have no assurance that the Bureau of Public Roads would approve this interchange even if it were constructed at State expense. Because of the estimated cost of the facility and its proximity to the West Pendleton Interchange, there does not seem to be any way possible to justify the construction.

I know this is not the type of answer you desire but under the circumstances, anything different would be less than factual.

If there are any questions you feel that I could answer or if you need further data or information, anything available will be furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
bc Mr. Glenn L. Jackson
bbc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

G. E. Rohde

Land 40,000
Imp 23,000
$63,000
Dam 1500

Gainor $72,500
VanderGrift $57,650

M. O. Gainor

Before	243,500
After	171,000
	72,500

Cap. Vandagrift

Before	230,550
After	172,900
	57,650

Form E-6-30M

OREGON STATE HIGHWAY
DEPARTMENT

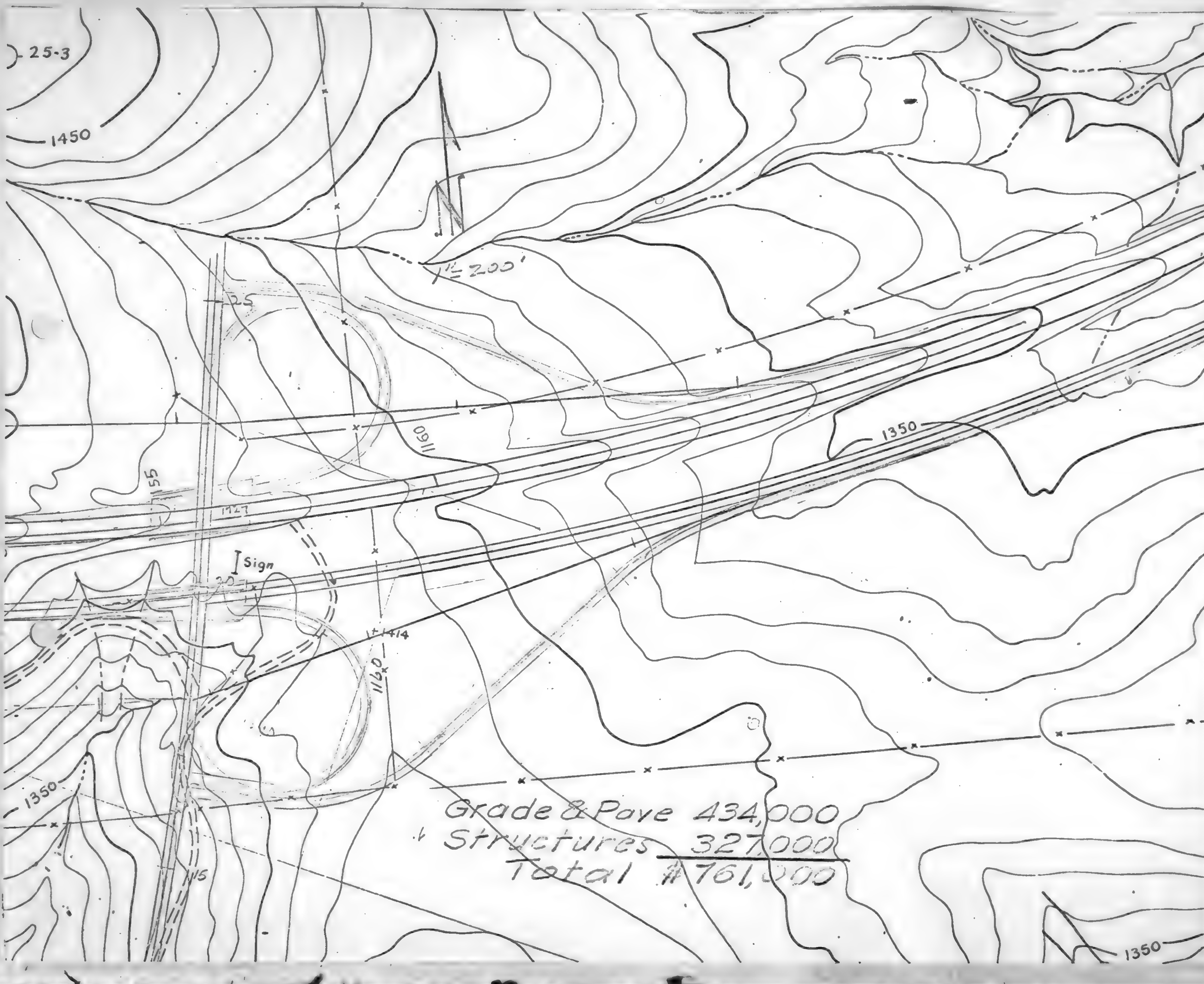
TABULATION SHEET

SHEET .... OF .... SHEETS

Reith Hill Interchange
Diamond Type

Estimate 6-5-67

	Item		Unit	Net	Allow	Gross	Price	Cost
Exc.			C.Y	495,800	25%	620,000	.85	527,000
Surfacing			Sta.	98	25%.	120	2550	306,000
	833							$ 833,000
	204					+ 40%		333,000
	1037							# 1,166,000
					Structures			204,00
								# 1,370,00
			Loop	Plan				
Exc.	S.R.		C.Y.	112,150	25%	140,000	.85	119,000
Surfacing			Sta.	60		75	2550	191,250
								310,250
	310					+40%		123,750
	327							# 434,00
	637		Structures					327,00
								# 761,00



Grade & Pave 434,000
+ Structures 327,000
Total #761,000

regonian, Pendleton ---------- ------------------------------------ -3/22 M , 1967

'Ideal solution' may be in offing to dispute over interchange here

By VIRGIL RUPP
Of The East Oregonian

An "ideal solution" may be in the offing to the dispute over the shape of the airport interchange on Interstate 80 North as it enters Pendleton.

The Pendleton City Council voted Tuesday after a discussion that lasted more than an hour to "cooperate with state and county" to develop an answer to the dispute utilizing what Til Stone called an "ideal solution." Stone is chairman of the city's bypass committee. The council also reaffirmed support of free flow traffic into Pendleton.

The question: Will Pendleton have a "trumpet" interchange that allows free flow of traffic into the city or a "diamond" that permits access to the Rieth acrea?

Stone said the "ideal" solution, which is now being considered by the state highway department on the local level, is to keep the trumpet interchange and furnish access to the Rieth area from a road just east of the county shops.

The plan would allow access from east and west both to and from the Rieth area.

Larry Smitton, Pendleton, district maintenance superintendent, said today he is conferring with A. F. Parsons, La Grande, district highway engineer, on the proposal. He indicated an answer may be formed within a few days.

A petition signed by more than 16 businesses in the west end of Pendleton was read last night by E. C. Wert, manager of Frontier Machinery, who demanded that area not be forgotten or ignored in planning the west interchange.

He called for a diamond interchange. Signers of the petition included Pendleton Grain Growers, Union Pacific Railroad, Blue Mountain Fir Products, the Skyroom, the Hut Cafe, and others.

John Brogoitti, a property owner in the area of the proposed interchange, said the position of the city all during 1964 talks on the freeway had been in support of a full interchange at the airport junction.

But later the city's bypass committee approved a "trumpet" design that allowed free flow of traffic into Pendleton.

Then, this design was changed back to a diamond or full interchange after a delegation visited Salem last Aug. 9 and talked with highway department officials.

The bypass committee objected when it found out about the change early this year and the highway department went back to a trumpet shape.

But businessmen and property owners in the area are objecting to "being ignored" by the trumpet design.

Wert urged the council to reopen negotiations with the highway department on the interchange. A motion by councilman Dennis Hachler seeking this was defeated 3-5.

"We want to get off and on both sides of the freeway," Wert said, "and there is overwhelming favor for the diamond."

He said "our dollars go into everybody's pocket," in declaring that business in the west end of town is as important as

pletely dropped. . . the only development will be some service stations."

He asked, "If you are concerned about a shopping center, why not worry about" the interchange where SE 3rd will "dead-end in a 300-acre field?"

Councilman Robert McKellar objected "strenuously to the implication we have no consideration for the Rieth area." His motion to table the discussion was defeated.

Stone said that any discussion must include the county court, since the land in question is outside the city limits.

However, utility improvements made on the Brogoitti property were done with the agreement that the land would be annexed when development occurred.

Keith Farley, a businessman, drew applause from the overflow crowd of more than 50 persons when he said the city doesn't have to "settle for one or the other." He said the highway department is the servant of the people.

"I object to the attitude they will tell us what to do."

He said many other interchange designs are possible and urged that the problem be attacked on a community basis, not by two warring camps.

At the start of the discussion, city manager Rudy Enbysk said he received a phone call Monday from the assistant state highway engineer who said the department was limited to two choices: diamond or trumpet.

By VIRGIL RUPP
Of The East Oregonian

The Pendleton City Council voted 5-3 Tuesday to fire city attorney Gene Conklin "on grounds of loss of confidence."

The motion by councilman William Stram set off a fiery discussion that continued after the meeting in the corridors of city hall as well as in the council chambers.

Voting to tell city manager Rudy Enbysk to "dismiss Gene B. Conklin immediately" were Stram, Robert McKenzie, Gene Roden, Wes Korman and Paul Cimmiyotti.

Voting "no" were Robert McKellar, Emile Holeman and Dennis Hachler.

"This issue has been put aside long enough," Stram said in his motion. He said the council had voted 6-2 on Feb. 24 directing Enbysk to ask for the resignation of Conklin. That action was in executive session, which was attended by representatives of news media. Conklin refused to resign after that request.

Stram refused Tuesday to spell out the reasons for the phrase "lack of confidence." But in the executive sessions at which the firing was discussed the reasons revolved mainly around Conklin's role in a meeting at Salem Aug. 9, 1966, on the airport interchange of Interstate 80 North as it enters Pendleton.

Conklin was in Salem Tuesday on a legislative assignment and was not present for last night's council meeting. But a long statement he had written was read by Joe Smith, a member of Conklin's law firm here.

Three members of the over-

the smallest thing that could be done . . . this is completely out of order and a shame that it comes up. . . You gentlemen are elected but you are not here forever."

Stoddard said previous councils had praised Conklin's work in behalf of the city.

Conklin's statement pointed out that the diamond interchange which resulted from the Salem session was the interchange the city had been on record as supporting.

He also said "the real conflict of interest may be by some members of this city council... the record shows there has been no conflict of interest on my part.

"I can only conclude that the real reason some people want my scalp has little do do with this issue."

E. C. Wert, a member of the audience, said after the council vote, "Thank you for your stupidity."

Attorney Smith objected vigorously to Stram's refusal to spell out publicly his reasons for asking that Conklin be fired.

"One of the most fundamental and elementary principles" of democracy is that "a person has the rght to face his accusers and the right to a bill of particulars," Smith said. He complained, "This was done on a night councilmen . . . knew Conklin was out of town."

After he had read Conklin's statement, Smith said "The effort to get rid of Gene Conklin started last May" when a member of the community, not a councilman, asked councilmen how they would vote on the question of firing Conklin. Smith did not identify the person he referred to except by indirection.

In his statement, Conklin said. "I have been aware of an effort by some elements of our community, including some members of the city council, to obtain my resignation or dismissal as city attorney. Recently this effort has focused on a supposed conflict of interest affecting the city because Jay Brogoitti retained me to represent him in efforts to obtain reasonable access to Interstate 80 for land west of town.

"Unfortunately, the people making this charge never bothered to look up the record; if they had they would have been forced to admit that at the time in question there was no conflict of interest whatever."

His statement shows that on March 6, 1964, the 4-P committee endorsed a full interchange, not a trumpet interchange at the airport junction.

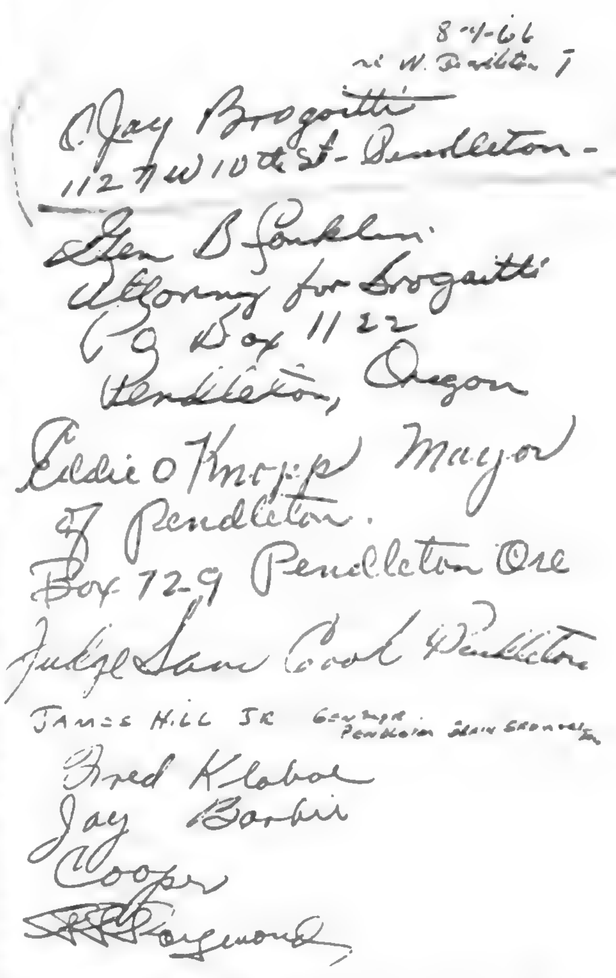
On March 19, 1964, the city planning commission endorsed a complete interchange at the airport junction. "It is essential," the commission said in a report to the council.

On March 24, 1964, the council itself supported a full interchange at the airport intersection.

"This simple means that the meeting in Salem last August got something for the city that it was on record as wanting," Conklin said.

Sometime after March 1964 the city's bypass committee approved the trumpet interchange.

Objections to Conklin's action in representing Brogoitti, as expressed in the council's executive sessions, included the fact that the city administra-



8-4-66
W. [illegible] 7
Jay Brogoitti
1127 NW 10th St - Pendleton -
Gen B Conklin
Attorney for Brogoitti
P O Box 1122
Pendleton, Oregon
Eddie O Knopp Mayor
of Pendleton.
Box 729 Pendleton Ore
Judge Sam Cook Pendleton
JAMES HILL SR Gen Mgr Pendleton Grain Growers Inc
Fred Klaboe
Jay Barbie
Cooper
Raymond

THIS is what city attorney Gene Conklin says is the sign-in sheet at the meeting in Salem Aug. 9, 1966, with the state highway department on the airport interchange. He says no conflict of interest existed on his part because he was clearly identified as attorney for Jay Brogoitti.

Bend Bulletin -----3/10

Traffic volume shows increase

The volume of traffic on Central Oregon highways showed an increase in traffic for the year 1966 compared with 1965, according to the monthly report compiled by the Oregon State Highway Department.

Permanent traffic recorders provided data for the yearly count.

In the Bend area, the Central Oregon Highway five miles east of town showed a traffic gain of 5.9 for the year, but there was a slight drop in December.

U.S. 97 one mile south of Madras had a gain of 10.7 per cent in the year, over 1966, but revealed a drop of 5 percent in December over that month last year. The average daily traffic at the counter point was 4,520 cars.

Three miles south of Bend, the annual gain on traffic on U.S. 97 was slight, 1.1 per cent. The December gain was 3.9 per cent.

A 6 per cent gain in travel over the Santiam Highway near Sisters was noted for the year. The December gain was 9.1 per cent. The Fremont Highway one

RECEIVED
JUN 26 1967

UNITED STATES GOVERNMENT

Memorandum

Main
Traffic
Rly
Pendleton

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage Street NE
Salem, Oregon 97301

DATE: June 21, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204, Pendleton Section
Parcel 39144, Brogoitti

Mr. Chatwood's letter of June 13 indicates the appraisers have taken into consideration the limitations placed on the existing access rights to the above-mentioned property. In addition, the sales data submitted by Mr. Vandagrift now includes an analysis of the comparability between the commercial sales and the commercial portion of the property. The data submitted answers the questions posed in our January 20 letter.

orig to Moehring
6-23-67
copy to Young

RECEIVED
JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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JUN 15 1967
FOR FILING

Maint
Traffic
Grading
Pendleton

June 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon 97301

File No. 39144-Brogoitti
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Attention Mr. C. J. Mathias

Dear Sir:

Several weeks ago you raised the question as to whether or not the fee appraisers of the property described in this file took into consideration the limitations placed on the existing access rights. Both fee appraisers have answered and the file has been reviewed. We would appreciate your checking this file again at your earliest convenience to advise if you approve the appraisals as written and reviewed.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
R. L. PORTER

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1967

FORM E-30 50M 10-65 SP*23401-734

Maintenance
Traffic
Reg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1967

Pendleton

To: Memo to File

SUBJECT:

Senator "Ruff" Raymond, accompanied by Messrs. Jay, O., and John Brogoitti, called at the office this afternoon and asked that the Highway Commission develop some type of interchange design at West Pendleton that would serve the Brogoitti property.

I told the gentlemen that we had agreements with both the City and County on the trumpet type of interchange, and I was sure the Commission would not reopen the subject. They expressed keen disappointment that we could not come up with a design that would please both the City of Pendleton and Umatilla County and also serve their property. I stated that I knew of no such solution.

While the meeting was friendly and courteous, I am sure we have not heard the last of the matter.

R.L.P.
R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell

[illegible]
MAR 13 1967

FOR FILING

Maint
Traffic
Rty

Pendleton Co

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 6, 1967

To: Memo to the Files

SUBJECT: Pendleton Bypass Section
I-80N

A meeting was held in the City Council Chambers in Pendleton at 10:00 a.m., February 24 to discuss the west interchange design. A copy of the minutes of this meeting, prepared by the City, along with Resolution No. 646 signed by the Mayor and City Recorder are attached. The essence of the meeting is accurately described in the City's memo.

The City and County both agreed that they desired a trumpet design for this interchange in lieu of the presently proposed diamond. Since both jurisdictions involved desire this interchange, and since we are willing to construct either one, we will use the trumpet. Mr. Harwell will take the necessary action to void the agreement with the County calling for a diamond-type interchange.

Subsequent to this meeting, a Mr. Brogoitti (the son of the owner of the property in the vicinity of this interchange) called on me and attempted to develop an interchange that would contain all the fast, free-flowing movements desired by the City of Pendleton as well as the connections to the neighboring property.

I advised him that we did not favor any combination of interchanges that would accomplish both these purposes. Mr. Brogoitti was advised that our feeling was still the same as it has been and that is to the effect that we would build either the trumpet or the diamond. He was also advised that we deal only with local governmental jurisdictions and that they have requested the trumpet design.

Mr. Brogoitti left me with the impression that he was going to attempt a petition-type campaign in an effort to get the City to change its mind. In the meantime, we will continue on the basis that a trumpet interchange will be constructed at this location.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Attachment

cc: The Honorable Raphael R. Raymond (Att.) — (not sent per FBK)
Forrest Cooper (Att.)
R. L. Porter "
F. D. Morgan "
H. S. Cox "
A. F. Parson "
Ralph Sipprell "

INFORMAL MEETING ON INTERCHANGE DESIGN AT AIRPORT JUNCTION

February 24, 1967

An informal meeting was held in the Council Chambers at 10:00 a.m., February 24, 1967, to discuss the interchange design on Highway I-80N at the airport junction. Present were members of the City Council, city staff, By-Pass Committee and others. Special guests were Senator Raphael Raymond, and the following personnel from the State Highway Department: F. B. Klaboe, Doc Parsons and Scot Colton. Mayor Eddie Knopp presided during the meeting.

Mr. Til Stone, chairman of the city's By-Pass Committee, and official spokesman for the City Council at this meeting, advised that the conference had been set so that the City Council, the State Highway Department, and Umatilla County Court could consider a return to the original trumpet design at the airport junction. Present plans call for a diamond design at this location. He acknowledged that not all parties can be in accord in all facets of the highway relocation, but stressed that amicable relations have been preserved in the past, and all interested parties have attempted to solve the major problems. It had only recently come to the attention of the By-Pass Committee that a change had been proposed in the airport junction design, and felt that probably poor communications had been responsible for the lack of knowledge. He requested that the interchange be returned to the original trumpet design, and read the following resolution of the City Council:

Resolution No. 646

> The Pendleton City Council, meeting in official session on February 22, 1967, unanimously resolved as follows:
>
> That The City Council request the State Highway Department to go back to the trumpet design at the west interchange as it was planned and proposed originally, and
>
> Be It Further Resolved That the Pendleton By-Pass Committee Chairman Mr. Til Stone, which committee worked so effectively with the Highway Commission in the original design considerations, be official spokesman with the City in making this request of the State Highway Department.
>
> PASSED by a unanimous vote of the councilmen present this 22nd day of February, 1967.
>
> APPROVED: /s/ Eddie O. Knopp
> Mayor
>
> ATTEST: /s/ Marjorie E. Dagwell
> City Recorder

Mr. Klaboe advised that this interchange was not within the city limits; that the State had signed an agreement with the County authorizing the diamond interchange as it now exists; and that the design had been changed with the understanding that everyone, including the City and the County, concurred in the new pattern. He stated that if the County had no objections to the trumpet design that there would be no objections on the part of the State.

Mr. Stone emphasized that there was no intent on the City's part to disrupt the traffic pattern on the Reith Road. However, the trumpet design would not cut off any present access. Mr. Klaboe agreed that access to the Reith Road would remain the same with either design. Mr. Klaboe further assured that there would be sufficient clearance for large vehicles to pass under the overpass to the Reith Road.

Mr. Stone proposed that access to the potential industrial site in the Reith area could be gained from Highway 395. He also requested that the radial curves on the original design be preserved to maintain a free flowing access into the city from the interchange. He observed that of the 45,000 persons living within the county, 15,000 of them live in the City of Pendleton, and that the city's desires should be weighed heavily in any decisions, even though the matter rests between the State and the County. He stated it was important to the community to have development in the Reith area and that access should be provided if possible.

Judge Sam Cook stated his only concern has been that there will be an access road to Reith. He said it would be agreeable to the County to have the trumpet interchange if it were agreeable with the State. He urged that Reith traffic be diverted through to the State Hospital junction, and not be permitted to use the two gravel roads near the county shops. Mr. Parsons had no objections to closing the 2 roads.

Mr. Henry Hess, representing O. J. Brogoitti, refuted that there was unanimous community support for the trumpet design. He was advised by Mr. Stone that this meeting was not open to additional discussions, and if there was a question of access to the Brogoitti property, contact should be made with the Council and the By-Pass Committee. He said that after 3 years of study had been put in, the original design, which included the trumpet interchange, had the support of a majority of the citizens. Mr. Hess said that Mr. Brogoitti had previously been granted access to his property from Highway 30, and the trumpet design will make it difficult if not impossible to serve his property and the Reith-Echo areas, whereas the diamond design would provide adequate access. However, the problem could still be solved by providing access to the trumpet design. Mr. Stone stated that this possibility had been investigated with the state, and that safety factors and engineering problems would not permit it.

Senator Raymond quoted from newspaper articles that said the City Engineer suggested a variation of the diamond design could be worked out. Mr. Toronto said the statement had been made prior to the time that he had seen the trumpet design. Mr. Stone said a partial clover design had been discussed, but that it distracted from the benefit of the trumpet design in that it creates more vehicular motion

Senator Raymond stated that the trumpet design would never adequately serve the Reith area, and he expressed a desire to see the area developed in the best interests of the community. In answer to the Senator's inquiry about future changes, Mr. Klaboe replied that the trumpet design could be converted to a diamond design at a future date, but it would probably involve 4 additional legs at an estimated cost of $50,000 for each leg, at today's prices.

The meeting was adjourned

RESOLUTION NO. 646

The Pendleton City Council, meeting in official session on February 22, 1967, unanimously resolved as follows:

That the City Council request the State Highway Department to go back to the trumpet design at the west interchange as it was planned and proposed originally, and

Be It Further Resolved That the Pendleton By-Pass Committee Chairman Mr. Til Stone, which committee worked so effectively with the Highway Commission in the original design considerations, be official spokesman with the City in making this request of the State Highway Department.

PASSED by a unanimous vote of the councilmen present this 22nd day of February, 1967.

APPROVED: Eddie O Knopp
Mayor

ATTEST: Marjorie E Dagwell
City Recorder

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

February 24, 1967

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. F. B. Klaboe
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

I wish to thank you and your staff for being present at the informal meeting in Pendleton today, and for taking time to hear the presentation made by the By-Pass Committee and the City Council favoring a trumpet design interchange at the airport junction.

So that both the City's and the State's records may be complete on this matter, there is attached a copy of the notes taken at the meeting, and a copy of Resolution No. 646, authorizing Mr. Til Stone to present the request for the trumpet design on behalf of the city.

As a result of the information presented, it is our understanding that the County has no objection to a trumpet design at the interchange, and that the State Highway Department has expressed informal willingness to conform to the request of the City. We realize that it will take formal action by the Highway Department, and a change in the existing agreement between the State and the County. It is hoped that this can be accomplished at your earliest convenience and that you will give us official notification of your decision.

Again, I want to express our sincere appreciation for your attendance today, and for the fine cooperation which you have shown in all matters pertaining to the freeway location through Pendleton.

Sincerely yours,

Rudy Enby

Rudy R. Enbysk
City Manager

Mayor Eddie O. Knopp
Til Stone

THE WORLD'S ROUND-UP CITY

RECEIVED
FEB 1 - 1967
FOR FILING
Maint
Luffer
Rtg
Pendleton

January 31, 1967

City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Attention Mr. Kent Cox

Gentlemen:

Re: West Pendleton Interchange, Pendleton Section (I-80N), Umatilla County

This is in reply to your telephone inquiry of January 23 in regard to the recently revised West Pendleton Interchange.

As you know, the original design of this interchange allowed almost the present free flow of traffic to and from Pendleton along the existing route and, as stated in our letter of April 4, 1966, to the City Manager, we were opposed to allowing an access on this facility because of the safety problems. While examples exist of such designs, they are potential hazards and should be avoided.

Recently, at the request of City and County officials, a design was made which connected the freeway to a new county road which would run from existing Highway 30 in the vicinity of Airport Road down to the old highway to Echo. The standard design for such a facility would be a diamond-type interchange with stops on the interchange ramps where they hit the local road. People are familiar with this design; it is safe and will handle considerably more traffic than is projected for this area.

We are advised that this new road is to allow service to the property along the railroad which is a prime industrial development area according to local officials. (A copy of a pertinent letter concerning this matter dated March 25, 1966, signed by Mr. Enbysk is enclosed.) Construction of this road will be done by Umatilla County approximately concurrent with the freeway construction.

After viewing the interchange plan which would be necessary to make this local connection, we were requested by the local representatives to secure Bureau of Public Roads' approval for construction of the diamond interchange rather than the free-flowing design previously approved. During our detailed studies we found that we could ease the grade on the westbound off-ramp and greatly improve the alignment on the westbound on-ramp by "folding" the design as presently proposed on the plans which you have. Similar treatment to the ramps on the south side of the freeway would not improve the alignment of the eastbound off-ramp, would not be necessary for the eastbound on-ramp since this is on a down grade and it would increase the cost without adding anything to the design.

With this new local road added to the original problem, traffic must be stopped on the ramps to allow moves to be made safely in both directions. To attempt to make these turns across or from the flowing design originally used would introduce turning movements and suddenly slowing traffic where they should not be. With the ever-increasing pressure on safety features, the use of the conventional and widely used designs people have come to recognize is preferred to the unexpected. The new design will lend itself to the projected growth of the area which you have requested be served.

I trust this answers the questions you posed to Mr. Olson of our Urban Design Section in your telephone conversation of January 23.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Enc.

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
A. F. Parson

ADO:jr srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1967

SUBJECT: West Pendleton Interchange
Pendleton Section (I-80N)
Umatilla County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Enclosed is a rough draft of a reply to a telephone request by Mr. Kent Cox, Assistant City Engineer of Pendleton.

Mr. Cox stated that the citizens group that had worked with the Department on the planning of the bypass were shocked by the present plan for the West Pendleton Interchange, and that the Mayor apparently couldn't (or didn't) explain satisfactorily the reasons for the present design and more specifically for the loss of the free flowing move into Pendleton. The enclosed draft attempts to explain why the non-stop move into Pendleton is not possible with the introduction of the new road.

Those present at the meeting in Mr. Cooper's office August 9 when the local representatives requested this change and presumably approved the use of a diamond type interchange were:

Senator Raymond
Mayor Eddie O. Knopp, City of Pendleton
Judge Sam Cook, Umatilla County
Mr. O. Jay Brogoitti
Mr. Gene B. Conklin, Attorney for Brogoitti (also City Attorney for Pendleton)
Mr. James Hill, Jr., General Manager of Pendleton Grain Growers

If further data is desired please advise.

F.D. Morgan
Construction Engineer

By

adOlson

A.D. Olson
Urban Engineer

ADO:jr

Enclo.

RECEIVED
JAN 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

Routing
Docker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield
/ Olsen

RECEIVED
MAR 2 9 1966
CONSTRUCTION
DIVISION

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

March 25, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Porter

Dear Mr. Cooper:

It is my understanding that Mr. John Brogoitti has been discussing with the Highway Department a possible access to his property from the proposed Pendleton westerly interchange from 80N. The property involved encompasses approximately 120 acres of valuable development land. The City of Pendleton has laid costly sewer mains in this area and water is available. We have an agreement with Mr. Brogoitti that this land, when developed, will be annexed to the city. Obviously, the city then has a material interest in the potential use of this land.

The purpose of this letter is to encourage the Highway Department to give consideration to an access to this property. We do not, however, wish to leave the impression that there is any attempt on our part to interfere with your responsibility. We do feel that you may find our comments in this regard of some value.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager, pro tem

RRE:dpm

cc: John Brogoitti
1[illegible] N.W. 10th
Pendleton, Oregon

RECEIVED
MAR 2 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1967
FOR FILING

Maint
Traffic
Routing

Mashing

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 39144, Brogoitti

Our review of the State's appraisals and review appraisal of $65,500 on the above-mentioned parcel indicates that the State's appraisers have valued some 7.84 acres as commercial property in the before situation. The fee appraisal of Mr. Vandagrift appears to be based upon this portion of the property having access to the existing highway US 30. The fee appraisal of Mr. Gainer is based upon this portion of the property having a 25-foot commercial access at station 1248, plus an assumption that an additional commercial access could be obtained near station 1253.

As discussed with Administrative Agent Kenneth Chatwood, the appraisal in the before situation should be on the basis of the property's existing access to highway US 30, which according to a previous deed from this ownership, was a commercial access at station 1248. Therefore, it is required as a basis for Federal participation in any right of way settlement that the appraisals in the before situation be based upon the property's present legal access to highway US 30 - and not on an assumption that additional accesses would be granted.

orig to Mashing
copy to Young
1-23-67

We would have no objection, if submitted as part of the construction P.S. & E., to the property having a 60-foot access to highway US 30 from the remaining 2-acre parcel which will be in the northeast quadrant of the proposed interchange. The after appraisals of both Mr. Vandagrift and Mr. Gainer were based upon this assumption.

In addition it is requested that Mr. Vandagrift further document his appraisal to indicate the degree of comparability between the commercial sales and the commercial portion of the subject property being appraised, in accordance with your requirements and paragraph 6b of Attachment 1 to PPM 21-4.1.

NOTED
F. KLABOE

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1966

Maxwell
Laffert
Klg
Pendleton

cc. J

REFERRED TO
Morgan -
By Asst. State Hwy. Engr

7-27-66

JUL

32-14

NOTED
R. L PORTER

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in farther reply to your letter of June 28 concerning a request of Mr. O. J. Brogoitti for access to the west Pendleton ramp on Interstate Route 80N in Umatilla County.

The design for Interstate Route 80N and its interchange to serve the Pendleton area was developed by the State on the basis of its engineering and economic studies. The State's planning was approved by us after review established that the local access connectious planned by the State would adequately meet existing and probable future Interstate traffic needs of the area with a minimum of interference with operations on the through Interstate travel lanes.

The State highway department in planning their Interstate highways provides local connections to the extent economically justified and do not unduly impair the safety of traffic; not only the traffic on the through Interstate travel lanes, but also that traffic that would be entering and leaving these lanes.

In connection with the recent interest in and request for private access to the West Pendleton interchange ramp we have reviewed the presently approved planning with our field office. We are in agreement with the State's finding that allowance of the access requested is not in the public interest from the standpoint of traffic safety.

We are glad to have reviewed the request submitted to you by Mr. Irving Mann, Jr. A similar inquiry has been received from Senator Wayne Morse who has been informed substantially as above.

Sincerely yours,

REX M. WHITTON
Rex M. Whitton
Federal Highway Administrator

RECEIVED
STATE

NOTED
F. B. KLABOE

RECEIVED
MAY 19 1966

FOR FILING

Pendleton

5-17-66

MAY 11 1966

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

32-12

Dear Senator Morse:

This is in further reply to your communication of April 8 concerning a request by Mr. O. Jay Bregoitti for access to the West Pendleton interchange ramp on Interstate Route 80N in Umatilla County.

The design for Interstate Route 80N and its interchange to serve the Pendleton area was developed by the State on the basis of its engineering and economic studies. The State's planning was approved by us after review established that the local access connections planned by the State should adequately meet existing and probable future Interstate traffic needs of the area with a minimum of interference with operation on the through Interstate travel lanes.

The State highway department in planning their Interstate highways is quite concerned with providing adequate local connections; but of more importance is the safety of not only the traffic on the through Interstate travel lanes, but also that entering and leaving.

In connection with the recent interest in and request for direct access to the West Pendleton interchange ramp, we have reviewed the planning with our field office. We are in agreement with the State's findings that allowance of the access request is not in the public interest, particularly from the standpoint of traffic safety.

We are glad to have reviewed this request which was submitted to you by Mr. Dewey Rand. The map accompanying that submittal is now returned.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure

NOTED
FORREST COOPER

NOTED
F. B. KLABOE

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1966

FOR FILING
Misc.
Traffic
Rtg
Pendleton

April 4, 1966

622

Mr. Rudy R. Enbysk
City Manager, Pro Tem
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Pendleton Section
Interstate 80N
Umatilla County

Dear Sir:

Reference is made to your letter of March 25 in regard to an access to the eastbound off- and on-ramps of the West Pendleton Interchange as requested by Mr. John Brogoitti.

The proposal has met with definite disapproval by all concerned. No advantage or benefit to the traveling public can be seen—only obvious disadvantages and hazards. The interchange as presently proposed is designed to allow almost the present free flow of traffic to and from Pendleton along the existing route. When this interchange was first designed, we had a much tighter move for eastbound exit traffic but in working out the details with, and at the request of, City officials, the move was modified to provide safe,speedy flow into Pendleton. To construct the approach as suggested would introduce turning movements and slow-moving traffic where they should not be.

If a public road of sufficient importanse had existed in this approximate area, we might have been forced to design it into our interchange; however, that is not the case and no justification can be seen for allowing what would amount to a private access. The grades for such a connection would leave much to be desired.

As you are probably aware, Interstate highways, especially interchange location and design and matters of access control, are carefully reviewed by the Bureau of Public Roads and must have their concurrence.

This was discussed with Mr. Brooks of the Bureau of Public Roads, and he was emphatic in his statements that they would not approve such a connection and would vigorously resist any change in the interchange design as presently approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox

DNS:jp srb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield
/ Olsen
10

RECEIVED
MAR 29 1966
CONSTRUCTION
DIVISION

KLABOE

March 25, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Porter

Dear Mr. Cooper:

It is my understanding that Mr. John Brogoitti has been discussing with the Highway Department a possible access to his property from the proposed Pendleton westerly interchange from 80N. The property involved encompasses approximately 120 acres of valuable development land. The City of Pendleton has laid costly sewer mains in this area and water is available. We have an agreement with Mr. Brogoitti that this land, when developed, will be annexed to the city. Obviously, the city then has a material interest in the potential use of this land.

The purpose of this letter is to encourage the Highway Department to give consideration to an access to this property. We do not, however, wish to leave the impression that there is any attempt on our part to interfere with your responsibility. We do feel that you may find our comments in this regard of some value.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager, pro tem

RRE:dpm

cc: John Brogoitti
110 N.W. 10th
Pendleton, Oregon

RECEIVED
MAR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1966
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

morgan
R/W

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MAR 22 1966

1-65 SP*19102-734

FOR FILING
Main
Traffic
Rtg
Pendleton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1966

SUBJECT: Pendleton Section
Interstate 80-N
Umatilla County

To:

Mr. A.F. Parson
Division Engineer
P. O. Box 850
LaGrande, Oregon

Attention: Mr. H.S. Coulter

Reference is made to your letter of March 7 in regard to an access to the eastbound off and on ramps of the West Pendleton (Airport Road) Interchange as requested by Mr. Brogoitti.

The proposal has met with definite disapproval by all concerned. No advantage or benefit to the traveling public can be seen--only obvious disadvantages and hazards. The interchange as presently proposed is designed to allow almost the present free flow of traffic to and from Pendleton along the existing route. To construct the approach as suggested would introduce turning movements and slow moving traffic where they should not be.

If a public road of sufficient importance had existed in this approximate area we might have been forced to design it into our interchange; however, that is not the case and no justification can be seen for allowing what would amount to a private access.

A rough check of elevations involved shows that the suggested access point is about 150 feet above the old road along the river. Any relocation of that road to this point would involve steep grades and out-of-direction travel. If a traffic problem exists at the present intersection near the hospital, this would surely not be the way to cure it.

In your discussions with Mr. Brogoitti, you should be sure that he is aware that the Interstate Highways, especially interchange location and design and matters of access control, are carefully reviewed by the Bureau of Public Roads and must have their concurrence.

I discussed this with Mr. Brooks of the BPR and he was emphatic in his statements that they would not approve such a connection and would vigorously resist any change in the interchange design as presently approved.

F. D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jp

cc: F.B. Klaboe

RECEIVED
MAR 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-40 50M 3-63 OP*0470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850

March 7, 1966

SUBJECT:

RECEIVED
MAR [illegible] 1966
CONSTRUCTION
DIVISION

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

In answer to a request from Mr. Gene Conklin, Attorney in Pendleton, I met with he and Mr. C. Jay Brogoitti to discuss access problems on Mr. Brogoitti's property on the west side of Pendleton.

Mr. Brogoitti, for several years, has been in the process of working up plans for improvement to this land including commercial development apparently involving a restaurant, cocktail lounge, motel, supermarket, chain store, bank, service station, and ultimately residential subdivisions. He had some firm financial commitments from some of the proposed industries for this development.

It was his understanding in visiting with Mr. Kenneth Fridley some time ago that it would be possible to get access from the cross leg of our airport interchange to his adjacent property. This would be public access and not a private one. I said that our present plans certainly did not call for this. Mr. Brogoitti and his attorney were advised that I would forward their question regarding access for consideration by the Department but I thought their chance of getting access was something like a thousand to one shot or worse. Access at this point would be similar to that given the Bomber Range Road at the Irrigon Junction Interchange which to us is anything but a desirable condition.

It would seem that if public access is to be afforded to this part of Mr. Brogoitti's property, consideration might be given to relocation of the old Old Highway 30 (Reith Road) running it through this interchange and redesigning it to function more as a diamond type interchange. The connection between the Old Highway 30 and the existing facility just west of the State Hospital certainly leaves a lot to be desired. It does not permit safe turning movements for traffic headed west and it's also a location that does not allow for free flowing of traffic going west from Pendleton. Consideration should be given toward improvement of this junction whether or not we provide any other access for Mr. Brogoitti.

Please advise your thinking as to any change in proposed access and we will pass this information on to Mr. Brogoitti and his attorney.

REFERRED TO
By Construction Engineer

REFERRED TO
Olson
Asst. Const. Engr.

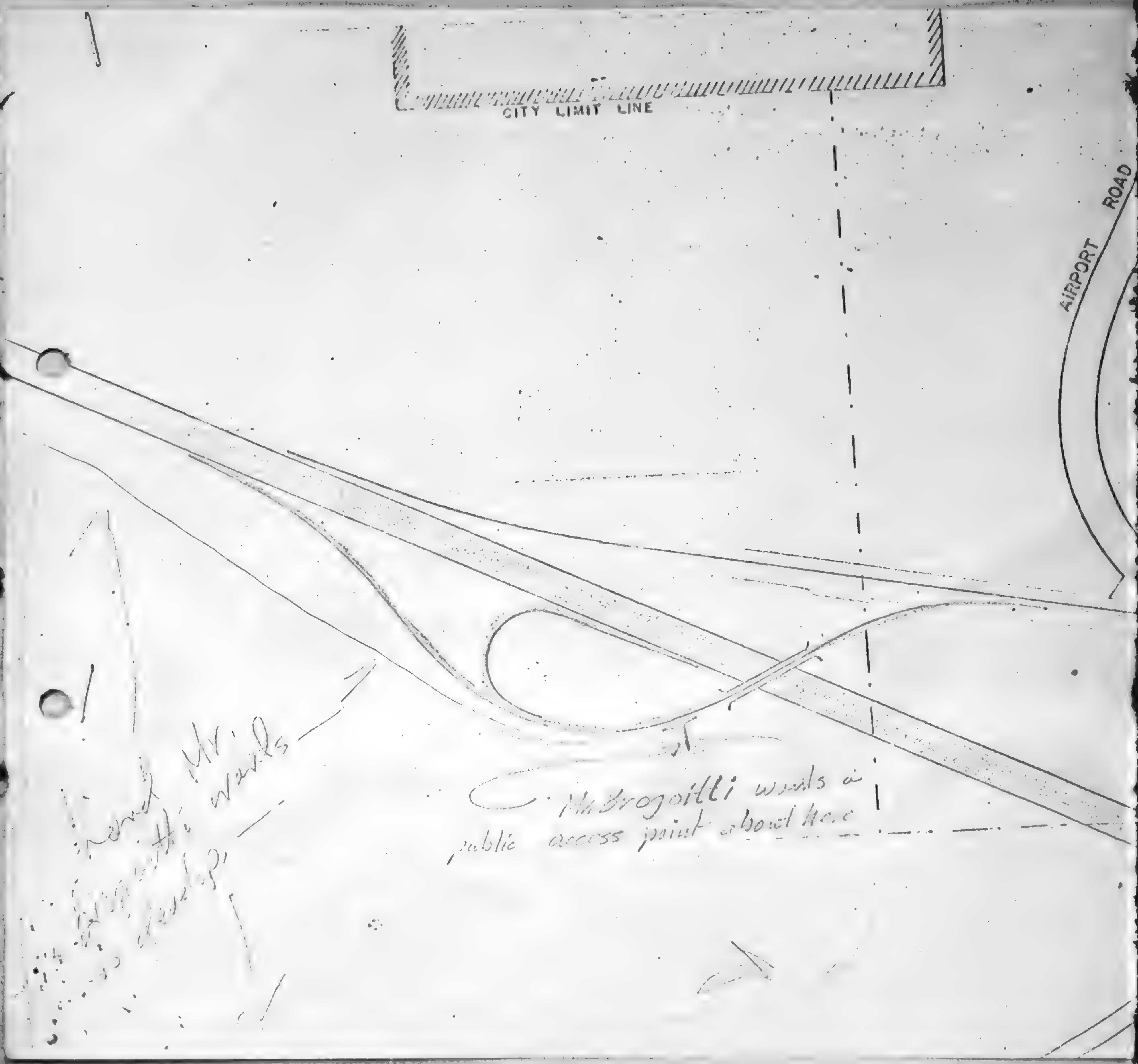
Mr. A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

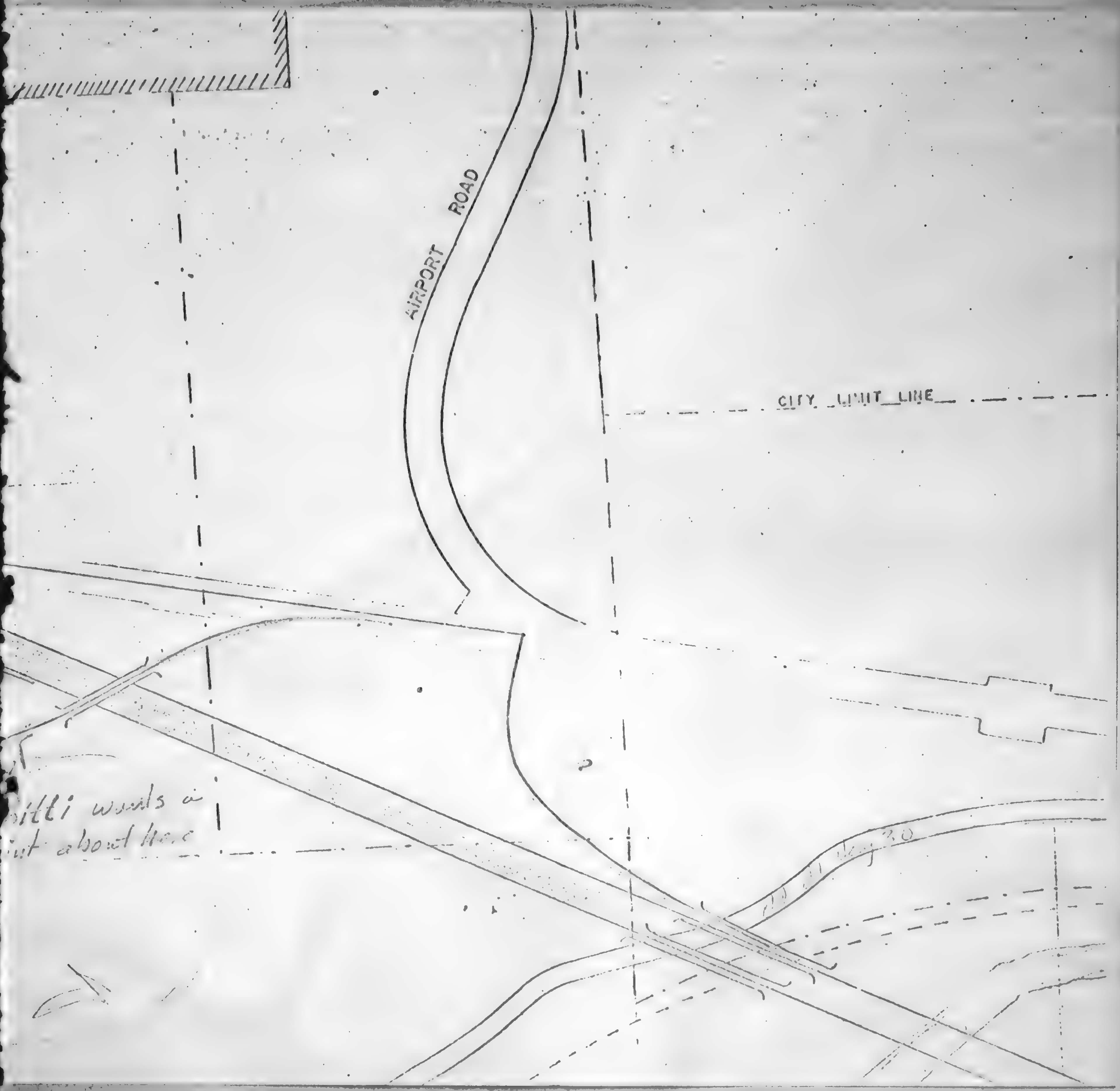
HSC:sp

Enc.



Land Mr. Mastrogiotti wants to develop

Mastrogiotti wants a public access point about here


AIRPORT ROAD
CITY LIMIT LINE
Hwy 30
itti wants a
ut about here

RECEIVED
AUG 28 1967

UNITED STATES GOVERNMENT

Memorandum

KLABOE

I-80N-5(22)204
7097

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 23, 1967

In reply refer to: 08-35-EC/404

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
Eastern Oregon Telephone Company Adjustment

Mr. Preston's June 21, 1967 letter submitted copies of Consultant Engineer Robert Welty's report on the subject utility adjustment. This report culminated approximately 18 months of correspondence on this adjustment, and it recommended acceptance of the company's lump-sum amount of $8,975 in lieu of an actual cost basis.

Our Washington office has approved the increase of the $5,000 lump-sum limitation of PPM 30-4 for the subject utility to $8,975. Their comments in part are as follows:

> "In relating these principles to the instant case, there is not doubt that an audit of an actual cost adjustment would be complex and costly. Also, the difference between the estimated amount ($11,725) and the owner's proposal ($8,975) is considered sufficient to provide an effective safeguard against any possibility of overpayment for the work actually accomplished.
>
> Therefore, in the interest of project economy, you may approve the State's request to pay the Eastern Oregon Telephone Company a lump sum amount of $8,975 for relocating the company's facilities on subject project."

8-25-67

REFERRED TO Young - Litchfield
Asst. State Hwy. Engr.

RECEIVED
AUG 2[illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Order #43962

8-7-67

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF-382

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, and Union Pacific Railroad Company, Lessee, known as the RIETH HIGHWAY OVERCROSSING project near Pendleton in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) and the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	AMENDING ORDER

On April 4, 1967, the Public Utility Commissioner of Oregon issued Order #43544 granting the above-entitled application.

On June 7, 1967, applicant filed a motion to substitute drawings and to amend the above order as follows:

(1) "Moves to substitute revised Drawings Nos. 22536 and 21173, attached hereto and by reference made a part hereof."

(2) Amend Order #43544:

"Moves to delete the last two sentences in paragraph 5 on page 3 of said Order #43544 and substitute in lieu thereof the following: 'The roadway widths will be 40 feet at the easterly end of the westerly structure, tapering to 62-feet 2 7/8 inches on the westerly end of said structure. The roadway width for the eastbound structure will be 40 feet. The structures are on a descending grade in an easterly direction of 3.25%.'"

Copies of the motion were duly served upon the Superintendent and Attorneys of Southern Pacific Company and the county court of Umatilla County. No objections have been received from the above parties to the issuance of an order in accordance with the motion.

The motion is a cause to reopen the proceeding to substitute a drawing and to amend certain descriptive language in Order #43554 in conformity with the description in the revised drawing to be so substituted, a substantive change.

The changes noted in Drawings #22536 and 21173 do not constitute factors which compel reconsideration of the determination reached in Order #43554. The motion should be allowed. It is therefore

ORDERED that the within motion of the State of Oregon filed by the State Highway Commission be and the same hereby is allowed.

ORDERED that proceeding SXF-382 be and the same hereby is reopened and revised Drawings #22536 and 21173 are accepted for filing in lieu of the Drawings of the same numbers filed with the original application.

ORDERED that Order #43554 entered in the above-entitled matter April 4, 1967, be and the same hereby is amended to authorize the following changes in the text thereof:

In Paragraph 5 on page 3 delete the last two sentences and insert in place thereof the following:

> "The roadway widths will be 40 feet at the easterly end of the westbound structure, tapering to 62-feet 2 7/8-inches on the westerly end of said structure. The roadway width for the eastbound structure will be 40-feet. The structures are on a descending grade in an easterly direction of 3.25%."

And it is further

ORDERED that Order #43554 in all other respects remain as originally entered.

Made, entered and effective this 7th day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

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AUG 8 1967

FOR FILING

I-80N-5(27)264
1097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1967

SUBJECT: File No. L-5288 R/W 39148 - Cox
File No. R/W 39149 - French
Pandleton Section
Old Oregon Trail Highway
Umatilla County
Cox Case No. 9334

To: MEMORANDUM TO THE FILE:

Pursuant to a request from Mr. Frank McKinney, the undersigned called Mr. Arvey Meyers, Land Section Representative of the Oregon State Game Commission, to inquire of the status of the proposed Game Commission fishing pond located in the Ox Bow Bend of the Umatilla River and adjacent to the remaining land left after the taking from the above two properties.

Mr. Meyers was informed of the fact that Robert T. Mautz, Attorney for the Cox and French interests was going to submit a proposal to sell the remaining tract for $1,000.00 but had not yet done so.

Mr. Mautz was then called by telephone and he informed me that his clients would still be willing to sell the property for $1,000.00 but he wanted to wait until sometime in October before making this offer for reasons having to do with taxes.

Mr. Mautz was informed that it would be necessary that the State Highway Commission go ahead and file a Complaint prior to this date which he recognized.

In the event anything developes on this file Mr. Meyers asked that were he not present, a Mr. Lemmon of the Game Commission Staff be contacted.

Robert H. Anderson
Staff Attorney

RHA/bdr
cc: Fred Klaboe
Rod Porter
Frank McKinney

RECEIVED
AUG 4 - 1967
OFFICE
STATE HIGHWAY ENGINEER

FORM 8-123X, 50M 7-65

COMMISSION

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Airport
Traffic
Rty
Pendleton

July 12, 1967

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland, Oregon

R. L. PORTER

Re: State vs. James L. Cox, et ux
File L-5288

File R-39149 - John P. French

Dear Mr. Schneider:

We acknowledge receipt of your letter of June 21, 1967, relating to the Cox and French properties in Pendleton. We had hoped to hear from Mr. Mautz, attorney for these interests, prior to this time but as yet have not received any written proposals from him.

We have, however, discussed the matter with him by phone and find that one of the highway contractors is attempting to buy all the land in question at $1,000 per acre. He may be willing to sell the excess at this price. This seems to be excessive, based on our existing appraisals, however, and is no doubt due to the speculative activities of the contractors in attempting to tie up gravel and material sources.

Mr. Mautz promised to give us a specific proposal and when he does we will contact you. You may desire to contact Mr. Mautz personally on this matter and, as we understand the situation, you may wish to work with the county prior to your discussions with him.

If we can be of further assistance, please advise.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: R. L. Porter
F. B. Klaboe
G. E. Rohde
Bob Anderson

RECEIVED
AUG 10 1967

FOR FILING.

Form FH-121 (4-67)
UNITED STATES GOVERNMENT
Memorandum
I-80N-5(29)204
7097

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 4, 1967
In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 26, 1967 letter requested the inclusion of four items in the subject program. We approve these Stage 2 Construction Phase projects effective today:

Item	Project	Location	Work
504	I-5-5(37)293	Tigard Interchange	Landscape
505	I-80N-5(29)204	Pendleton Section	Gr., Pave, Struc's
506	I-80N-3(52)84	Brewery Grade Inter.	Illumination
507	I-5-3(78)190	Goshen Inter.	Landscape

On Item 505, I-80N-5(29)204 Pendleton Section, we wish to avoid another tenative construction authorization because of failure to obtain railroad's action on the agreement, permit of entry and the approval of your plans. We insist that the P.S. & E. request be accompanied by the minimum documentation necessary to comply with PPM 30-3 which includes (1) Railroad Agreement (proposed), (2) Permit of entry and (3) approval of your plans by the railroad.

The approval of Item 506, I-80N-3(52)84 Grewery Grade, is subject to the participation Schedule in Mr. Brooks' March 30, 1967 memorandum on this project.

This action provides for improvement of 9.17 miles of Interstate Highway at a total estimated cost of $10,141,000 of which $9,355,500 is reserved as Federal-aid Interstate funds.

NOTED
F.B. KLABOE

8-9-67
REFERRED TO
Young - Morgan - [illegible]
By Asst. State Hwy. Engr.

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 4 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-80N-5(22) [illegible]
7097

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 1, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(22)176
Pendleton Section
Pacific Power and Light Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated March 7, 1967, and the subject utility's letter dated March 27, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated April 10, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an actual cost basis estimated to be $11,127.56 is approved.

Receipt of Mr. Valentine's July 20, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment has not been received by this office.

Our program memorandum dated September 2, 1966 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. Authorization to proceed with actual adjustments for the above-mentioned utility shall not be granted until receipt of the required permit. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

8-3-67

NOTED

REFERRED TO
Young Morgan Litchfield Mason
By Asst. State Hwy. Engr.

RECEIVED
AUG 2 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 2 1967

FOR FILING
I-80N-5(39)
7097

August 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Your letter of July 17 commenting on our proposed signing for the Pendleton Bypass listed several suggestions involving the signing. Your suggested changes at the West Pendleton Interchange and the Emigrant Avenue Interchange are acceptable to this office and the changes in the contract plans will be made accordingly.

It is suggested that the needs involving channelization at the South Pendleton Interchange be taken care of at the time of construction, since the channelizing will not require any major additional work or material, but will only necessitate the laying out of painted islands properly on the existing pavement surface.

We also wish to advise you that in lieu of the suggestions concerning the destination messages we will, instead of spelling out the cardinal directions, use abbreviations. This should achieve your objectives and at the same time be acceptable to the City of Pendleton.

With respect to the overhead cantilever signs shown for the exit directional signing, the Interstate Sign Manual does not list any definite "warrants". It does list factors to be considered. It also sets forth in the first sentence of the section dealing with overhead signs that "The operational requirements of the Interstate Highway System are such that overhead signs will be warranted in many important locations".

As explained to you in past correspondance, it is our opinion that the proposed location of these overhead signs are extremely "important locations". We are of the sincere opinion that a greatly increased measure of safety can be provided to high speed traffic by giving the driver more sight distance for a sign on which he must base a decision as to whether or not he must leave the freeway.

We again request your approval for these installations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
A. F. Parson (enc.)

LEG:mk ja

RECEIVED
JUL 27 1967
FOR FILING

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
July 21, 1967

To: MEMO TO THE FILE

SUBJECT:

5880

This is to advise the files that the writer did discuss with Mr. Enbysk, City Manager of Pendleton, certain revisions in the proposed signing plans for the Pendleton Bypass.

This discussion took place on Thursday, July 20, 1967, in Mr. Enbysk's office and was occasioned by the Bureau of Public Roads' refusal to approve out sign study plans for this section.

The main point of issue was the Bureau's refusal to approve the legends on the advance guide signs for the Emigrant Avenue and South Pendleton Interchanges. As a compromise, I suggested to the City and to Mr. Gordon Brooks of the Bureau that instead of spelling out the words "Southeast" and "Southwest" we use the abbreviation for these cardinal directions. Mr. Enbysk was agreeable to this proposal as was Gordon Brooks. On this basis we are proceeding in the preparation of the sign plans for this section.

Another major point of issue was our proposed usage of cantilevered overhead signs for each exit directional sign. Unless I am told differently by Mr. Edwards, we are going to include the cantilevers in the contract plans. The remainder of the points listed in Mr. Brooks' letter of July 17 are not critical, and we will make revisions accordingly.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT
Memorandum Edward

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 17, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
JUL 27 1967
TRAFFIC ENGINEERING

copy
Young
Crandall
Gen Files

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Bypass
Proposed Signing

The proposed signing for the Pendleton Bypass has been submitted to this office for approval.

Prior to our approval of these plans, we have a few comments for consideration.

General

1. Destination Messages - We note the usage of area destination at each interchange. The use of the areas like "Southwest" and "Southeast" Pendleton result in a sign of much greater length than necessary. We suggest that the Emigrant Avenue Interchange utilize for a destination message the word "Pendleton" and the South Pendleton Interchange utilize for a destination message "South Pendleton." This would uniquely identify each interchange with destination and at the same time permit a reduction in the total area of the signs.

2. The use of overhead cantilever sign supports for the exit direction signs are not warranted by the criteria set forth in the Interstate Sign Manual. It is suggested that ground-mounted signs be utilized at the breakpoint location. External illumination for these particular signs could be considered.

West Pendleton Interchange

Trailing mileage sign should be located westerly of interchange westbound on ramp.

Emigrant Avenue Interchange

Bud
R/W

1. Omit "Pendleton - City Center" destination from sign located to left of Sta 197+40. This message may lead to wrong-way moves on Highway 395.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. Direction signs at city street intersection to right of Sta 200 not necessary.

3. "John Day - Pilot Rock" destination should be omitted from sign to the right of Sta 189+75.

South Pendleton Interchange

Channelizing islands needed at ramp terminals on the northerly side of the freeway.

RECEIVED
JUL 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUST [illegible]

I-13N-5(57)304
7217

[illegible]

[illegible]

[illegible]

[illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 2.8 mi. W. Pendleton E. 9.17 mi. 21 65	**ADT**	PRESENT 3,800	FUTURE 9,400 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 8 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Pendleton	ROUTE NO. I	FEDERAL - AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 2.8 mi. W. of Pendleton E. 9.17 mi. (Pendleton Section)			
5					**ROW**					
5					**CONST** (CODE)			9.17	10,000,000	9,226,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	9.17	10,000,000	9,226,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(65)	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		3,800	9,400	87	08	Oregon	35	042	505

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
	-				I-	80-5(29)		204	N

COUNTY NAME: Umatilla CODE 059 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
9.17	10,000,000	9,226,000	774,000	
9.17	10,000,000 (16) (23)	9,226,000 (24) (33)	774,000	

CHARACTER OF PROPOSED WORK

(Full description)

Gr., dr., 2-12' lanes H.T. pave. with 10'R & 6'L shldrs., 100' median, illum. install. at 4 interchanges, 8 brs. (length 2321', HC 40'), frontage rd. 20'. RR prot. service incl. signal and communication line protection.

ROW-335' min.; Access Control-Full; Parking Restrictions-Complete.

REMARKS

Additional Data: Items 190, 425 and 465
Projects I-80N-5(4), I-80N-5(20) and I-80N-5(22)

REMARKS - Continued

Additional Project Data:

The project consists of grading and draining, four 12' lanes high-type pavement with 10'R and 6'L shoulders, 100' median, installation of illumination at West Pendleton, Emigrant Ave., South Pendleton and East Pendleton Interchanges. Construction of 3 twin hwy. o'xings, 1 twin hwy.-RR o'xing, 1 twin bridge, 2 bridges and 2 u'xings. Included in this project is the necessary R.R. protective service and protection of R.R. signal and communication lines.

Note: Utility adjustments programmed under I-80N-5(22)204. Preparatory work of utilities and railroads programmed under I-80N-5(4)204.

RECEIVED
JUL 31 1967
FOR FILING

I-80N-5(29)204

7697

FORM E-128X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 25, 1967

City of Pendleton
PO Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Rudy R. Enbysk
City Manager

Re: Proposed Drainage at Emigrant Avenue Interchange
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (22) 176

Gentlemen:

In reply to your letter of June 28, 1967, we are attaching two copies of sheet 12C of our preliminary plans for this section, on which is shown, circled in red, the three manholes that we propose to connect into the city's existing storm sewer system.

It is estimated that the maximum flow of our proposed storm sewers into your system will be as follows:

MH at a intersection of Dorian Avenue and SW 20th Street - 1.7 c.f.s.
MH at intersection of SW 20th Street and Emigrant Avenue - 7.6 c.f.s.
MH at intersection of SW 19th Street and Emigrant Avenue - 1.5 c.f.s.

If this meets with your approval please so indicate on one copy of sheet 12C and return to this office.

NOTED
F. B. KLABOE

With regard to the storm drainage on SE 9th Street from the freeway to the Umatilla River, we are investigating the feasibility of a gravity flow system to serve this area and discharge into the river north of 4th Street. If this proves to be a practical solution, the proposed pumping station will not be required. You will be advised as soon as our investigation has been completed.

On January 25, 1966, we entered into an agreement with the City of Pendleton which provided in paragraph 3 of Things to be Done by the City, that the City shall, uppn request by the State, and without cost to the State, relocate city-owned utilities not located within city streets, on city-owned property, or private property under city easement, where such relocation is required by the project.

S.B. 312 will become law on September 12, 1967, and therefore will have no effect on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
[illegible]
T. W. Litchfield
Utilities Liaison Engineer

PBP:ss

cc: Wallulis & Staebler
F. B. Klaboe
L. H. Young
A. F. Parson
J. W. Valentine

RECEIVED
JUL 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967

FOR FILING

I-80N-5(29)204

7097

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 25, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(22)176
Pendleton Section
Pacific Northwest Bell Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letters dated March 6 and 7, 1967, and the subject utility's letter dated June 30, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated July 19, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an actual cost basis estimated to be $17,020 is approved.

Receipt of Mr. Valentine's July 18, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office. (#11784)

Our program memorandum dated September 2, 1966 authorized you to proceed with preparatory work for all utility adjustments and on March 6, 1967 utility right of way incidentals were authorized on this project. On March 28, 1967 you were authorized to proceed with the actual acquisition of Pacific Northwest Bell's right of way. This memorandum confirms our July 19, 1967 verbal authorization to proceed with actual adjustments for the above-mentioned utility. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

NOTED
F. B. KLABOE

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

7-31-67

REFERRED TO
Young - Litchfield - Morgan
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 28 1967
23401-734

FOR FILING

I-80N-5(29)214

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 21, 1967

SUBJECT: Meeting with Rudy Enbysk
Re: Interchanges on Pendleton
Bypass Section - I80N

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

Scott Coulter and I met with Rudy Enbysk Thursday, July 20, 1967, to review with him the illumination plans for the interchanges on the Pendleton Bypass Section of I80N. This was done at his request.

Judge Cook has apparently told the City that they will in no way participate in any of the lighting. Mr. Enbysk, in effect, requested a complete revision of our present policy concerning interchange lighting on the interstate system. He requested that the Highway Department not only install and maintain, but also pay for the power consumed for those interchanges located outside the city limits. This would include all of West Pendleton Interchange and a portion of Emigrant Avenue Interchange.

In addition, he requested that the Highway Department pay for the cost of installing the lights on the connection between the South Pendleton Interchange and the surface street system. The State was also requested to revise existing lighting at the Airport Road Junction. I explained to Mr. Enbysk that this would be a complete reversal of the Department's present policy and that we had in all of our dealings with the various cities throughout Oregon maintained a consistent policy that required the cities to pay the cost of the power and that we illuminate only as far as the ramp terminal intersection. It was further explained to him that the cities were required to pay the cost of the power and to illuminate the connecting lengths by the Bureau of Public Roads, who regard this as the "substantial contribution" before they will agree to participation in a lighting contract.

After considerable discussion, it was agreed that since the points at issue involved basic policy items, that a conference in Salem would be desirable with the Department's Administrative Staff. Mr. Enbysk wanted to bring Commissioner Hill to Salem and argue the matter with Mr. Cooper. I suggested that we set up an appointment with either you or Mr. Porter and discuss the matter between the three of us.

NOTED
TOM EDWARDS

Mr. Enbysk was agreeable to this plan, and I have taken the liberty of advising him via telephone that we will meet with you shortly after 1:00 p.m. on the afternoon of Friday, August 4. Mr. Porter indicated that he would prefer this arrangement, but that if you were not going to be available, he would them meet with Mr. Enbysk. Unless you have objections, I would appreciate sitting in on the meeting also.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1967
FOR FILING

I-80N-5(29)204

7097

July 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

1807
1746

Dear Sir:

Re: Tutuilla Creek Bridge, Pendleton
Section, Interstate 80N
Your File: 08-35-DA

Reference is made to your letter of July 11 in regard to the proposed Tutuilla Creek Bridge to restore reasonable service to an area in Pendleton.

While the City of Pendleton requested that we build their minimum standard 36-foot street where we are relocating or reconnecting existing facilities along Interstate 80N, they did not request a specific width for the structure. It is our opinion that a 32-foot structure with a 5-foot sidewalk would be adequate in this isolated location.

No other work was anticipated in this area to further restore service since the tone of the City's letter indicated that the new bridge would be sufficient. I am sure that they would be more than willing to accept a wider structure or further work if you believe it appropriate to explore the subject with them.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

NOTED
F.B. KLABOE

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

ADOjr srb

FORM PR-111
(11-[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 11, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : A. W. Parsons, Division Engineer By: G. R. Brooks
Salem, Oregon District Engineer

SUBJECT: Oregon Project I-80N-5(--)186, Pendleton Section
Tutuilla Creek Bridge
(Mr. Klaboe's July 3, 1967 letter)

The width of the structure appears to be reasonable; however, your submission neither included the criteria used in determining this width nor did it indicate if any other work would be necessary to provide a reasonable restoration of the service to the area affected by this improvement.

We would appreciate this information prior to our specific approval of the bridge section as requested.

orig to Olson - rm
copy to Young
7-13-67

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

[illegible]
[illegible]
Scott
[illegible]
Litchfield
Olsen

RECEIVED
JUL 13 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

RECEIVED
JUL 17 1967
FOR FILING

I-80N-5(24)204

7097

July 13, 1967

5837

Mr. Rudy R. Enbysk
City Manager
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Reference is made to your letter of July 10 requesting a review of the interchange lighting plans in the Pendleton area.

Mr. George of our Traffic Engineering Division, who is knowledgeable concerning the illumination plans for the Pendleton Section of I-80N, will be in the Pendleton area on Thursday, July 20 on other matters. He would be available for a meeting with you in your office at that time. If such an arrangement is satisfactory, will you please advise this office as to a suitable time on the 20th.

If an earlier meeting than this is desired, Mr. George would be available for a meeting in Salem either on the 17th or 18th of July. Would you please advise this office of your preference.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE for
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. F. Parson (enc.) - If the meeting is in Pendleton, would you please have Scott Coulter available to accompnay Mr. George on the 20th. We will advise you as to the final date requested by the City.

LEG:mk ja

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

July 10, 1967

Mr. Tom Edwards
State Highway Dept.
State of Oregon
Salem, Oregon 97310

Dear Mr. Edwards:

We have finally reviewed the interchange lighting maps as submitted to us by you. I regret the delay caused by a lack of personnel in our Engineering Department.

We would very much like to review these plans with you so that we may come to an understanding that can be presented to our respective bodies for approval.

Please advise when we can meet at your convenience.

Sincerely,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

[illegible]

RRE/pmg

THE WORLD'S ROUND-UP CITY

JUL 1[illegible] 1967
TRAFFIC ENGINEERING

RECEIVED
JUL 1[illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1967

FOR FI
I-80N-5(22)204

FORM PR-111

UNITED STATES GOVERNMENT

7c97 *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec
T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(22)204, Pendleton Section
City of Pendleton Utility Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated January 25, 1966 covering utility adjustments and traffic control measures was approved by this office on February 16, 1966. We now approve the plans, specifications, and estimate for City-owned adjustments furnished with Mr. Young's letter dated July 6, 1967. The P.S. & E. was prepared by the consultant firm of Wallulis & Staebler under the agreement approved by this office on August 25, 1966 under Project I-80N-5(4)204.

Since the City is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work is satisfactory. Reimbursement on an actual cost basis is approved, with the understanding that the participating portions of certain portions of the estimate will be determined after receipt of the low bid.

The necessary affidavit of the City's property rights and any applicable permits covering this adjustment should be received by this office prior to your award of contract.

You were authorized to proceed with preparatory work for all utility adjustments effective November 10, 1960. You are now authorized to proceed with actual adjustments for the above-mentioned City-owned utility and to advertise for bids effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

NOTED
F.B. KLABOE

You are cautioned to separate the construction costs of this work from the preliminary engineering charges of Project I-80N-5(4)204.

7-12-67

REFERRED TO
Morgan - [illegible] - Mann
BY ASST. STATE HWY. ENGR. Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

RECEIVED
JUL 3 - 1967

FOR FILING

I-80N-5(20)204

1097

July 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project I-80N-5(--)186
Tutuilla Creek Bridge, Pendleton
Section, Old Oregon Trail, Umatilla
County, Bridge No. 9778

Enclosed are two prints of the plan and elevation, Drawing No. B246, of the proposed structure over Tutuilla Creek on S. W. Hailey Street, Pendleton, Oregon.

The estimated cost of this structure is $42,000 which includes allowance for engineering and contingencies.

Your approval is respectfully requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc. (Tutuilla Creek Bridge Drawing No. B246)

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1746
F. D. Morgan
H. S. Cox
L. H. Young
A. F. Parson

HSC:mm srb

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JUN 26 1967
FOR FILING

I-80N-5(39)204

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 21, 1967

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7097

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(--)186
Pendleton Section, Old Oregon Trail Highway
Bridge: Tutuilla Creek and SW. Hailey
(Mr. Klaboe's letter, 6-8-67)

Since the construction of I-80N will leave only SW. Hailey Street as an access into the residential area south of the proposed freeway and east of Tutuilla Creek we concur in the construction of an adequate structure over Tutuilla Creek under the criteria set forth in Mr. Williams' September 1962 CM on FAI participation. We do have reservations concerning the steel member painted bridge referred to in the request by the City of Pendleton.

Federal participation would have to be limited to the costs of providing reasonable restoration of the kind of service that was in existence considering the increase in traffic and operating conditions for the improvement.

6-23-67
REFERRED TO
Young - Coy Morgan - Marchant
By Asst. State Hwy. Engr.
RIO

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 3 1 1967
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I-80N-5(29) 204
7097

Agenda
4bb

June 14, 1967

MISC. CONTRACTS and AGREEMENTS No. 3007

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement in letter form covering the Pendleton Section of the Old Oregon Trail in Umatilla County.

A conformed copy of this agreement has been sent to the City of Pendleton, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: City of Pendleton
(Conformed Copy)
H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

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JUN 5 - 1967

FOR FILING

June 2, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 8 meeting will be a letter-form supplemental throughway agreement with Umatilla County pertaining to the Pendleton Section, Old Oregon Trail (I-80N). This agreement confirms the original agreement of March 8, 1966, covering a trumpet-type interchange facility. This proposal has the concurrence of all parties concerned.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
A. F. Parson
H. S. Cox

DNH:mm jw

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JUN 15 1967

FOR FILING

I-80N-5(22)204

7097

June 14, 1967

Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

1710

Attention Mr. C. J. Campbell
Chief of Operations
Fishery Division

Gentlemen:

In reply to your letter of June 8 concerning possible development of a fish production area adjacent to Project I-80N-5(22)204, our policy is to cooperate with any agency so far as it may be in the public interest without unnecessary expenditure of road-user funds.

My information is that you have been supplied with copies of the preliminary plans and the right-of-way map. The project is scheduled for the September 7 bid opening. If we are able to keep to the schedule, final plans should be completed by July 21. Any proposal for alteration should be received sufficiently in advance to permit review and inclusion for submission to the Bureau of Public Roads.

It would appear that any cost for construction involving the interstate facility contract should be borne by others and written agreement for financing achieved before advertising the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
Earl F. Saling
Frank Hall

JEM:nn srb

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

5510
JUN 8 67

June 6, 1967

REFERRED TO
Walker
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We would like to take this opportunity to formally express an interest in the possible development of a fish production area adjacent to your highway project I-80N-5(22)204.

The new freeway which will cut across the bend in the river just west of the Eastern Oregon State Hospital will isolate a channel area of some 2,500 feet in length, and approximately 6 acres in size, which could be valuable in the production of fish. It would be necessary to have some type of water controls at the upper and lower ends of the old channel, and several low check dams may be useful in maintaining water depth suitable for fish production. A photocopy of the Oxbow area is attached.

Preliminary discussions on the field level with your personnel have pointed out that the modifications required may be quite feasible. Mr. Meyers of our Lands Division has explored the land ownership pattern, to some degree, with Mr. Saling of your department.

The obtainment of additional water at certain times may be necessary, but discussions with the local watermaster indicate that this can be accomplished.

Our purpose then, is to advise you of our keen interest in developing the Oxbow channel as a fishery area.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 9 1967
CONSTRUCTION
DIVISION

Fish production waters are at a premium in this particular area, and it is felt that considerable advantages to the Pendleton area can be gained through mutual cooperation of our agencies.

We realize that time is rather short and we would like to continue the exploration of this proposal with the appropriate personnel of your department. Your advice and comments would be much appreciated.

Sincerely,

P. W. SCHNEIDER
DIRECTOR

By C. J. Campbell

C. J. Campbell
Chief of Operations
Fishery Division

CJC/dm

cc: Frank Hall
Earl Saling

Routing
Decker
Bond
Barbee
Walker
Pease
Mcrea
Tilton
Scott
Willis
Litchfield
Olson
RECEIVED
JUN 9 1967
CONSTRUCTION
DIVISION

RECEIV
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1967

FOR FILING

I-80N-5(29)204

7097

June 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Pendleton Section, Interstate 80N

Enclosed is a copy of a self-explanatory letter from the City Manager of Pendleton requesting an adequate structure over Tutuilla Creek at 21st Street and S. W. Hailey. A print of a portion of our right-of-way map is attached showing the area in question.

The construction of I-80N will sever 19th Street, 20th Street and 21st Street leaving only one access to this residential area. The area will be isolated since the freeway is on one side, Tutuilla Creek is on the other, and the freeway slopes and Tutuilla Creek come together on both ends, necessitating channel changes. The existing bridge is in poor condition--12 feet overall width, 48 feet long. There is no handrail. There are six-inch by six-inch felloe guards, reducing the usable width to 11 feet.

Your concurrence in construction of an adequate structure is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Copy w/enc
Merchant
(Info)
6-9-67

Enc.
cc: Forrest Cooper
R. L. Porter (Enc.)
Tom Edwards (Enc.)
F. D. Morgan
H. S. Cox
L. H. Young
A. F. Parson

ADO:jr srb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

NOTED | DE | ADE | ACL | DOE

MAY 10 1967

REC'D DIV. OFFICE
LA GRANDE

May 9, 1967

Mr. H. S. Coulter
Assistant Division Engineer
Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Dear Scott:

Several of Pendleton's Councilmen feel that the State Highway Department has a responsibility to replace the bridge structure at 21st and S. W. Hailey to accomodate the increased traffic load that will be placed upon it by the forced vacation of 21st Street to the North.

Presently there exist two accesses. After freeway construction, all access to this area will be compelled to use this bridge.

After an on-sight investigation of this situation yesterday with Mr. Snell, I am obliged to concur with Council's thinking.

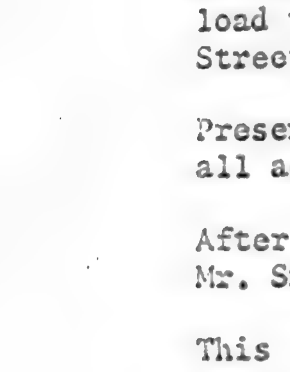
This letter will serve as a formal request that the State Highway Department assume the responsibility for designing, constructing, installing and inspecting same; a steel member painted bridge with a load carrying capacity equal to or exceeding maximum loads normally encountered in a residential area.

The City is prepared, upon acceptance, to assume future maintenance.

An early response to this request is appreciated.

Sincerely yours,

Rudy R. Enbysk
City Manager



RE/pmg

THE WORLD'S ROUND-UP CITY

RECEIVED
JUN 12 1967

SP-23401-734

FOR FILING

[illegible]
7077

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1967

SUBJECT:

To: Tom Edwards
Assistant State Highway Engineer

F. B. Klaboe
Assistant State Highway Engineer

OFFICE

After discussion with the Highway Commission on the listed items, the following action was taken:

(1) After listening to the expected presentation by the Clackamas County Commission on relocation between Lake Road and Lester Avenue on I-205, we are to inform all parties that the Commission will stand on the location as now proposed.

(2) There will be no change in the West Pendleton Interchange unless some reconsideration is requested by a local governing body.

(3) On the sand shed problem in the Siskiyous, the Commission directed that we proceed as we are now with the present sand shed, which will require the acquisition of the small parcel between the sand shed property and the old road.

(4) Until the location of the Columbia River Bridge on I-205 is settled, right-of-way in Maywood Park should be acquired on a hardship basis only.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

NOTED
TOM EDWARDS

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JUN 9 - 1967
FOR FILING

Porter

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(39)204
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JUNE 7, 1967

MR. A. W. PARSONS
DIVISION ENGINEER
U. S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET NE
SALEM, OREGON

SUBJECT: PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

NOTED
R. L. PORTER

DEAR MR. PARSONS:

ON OCTOBER 7, 1966, WE WROTE A LETTER TO YOU STATING THAT WE NO LONGER WOULD EMPLOY MR. GLENN GILBERT TO MAKE APPRAISAL VALUATIONS FOR PROJECTS WHICH REQUIRE FEDERAL AID.

WE HAVE BEEN LOOKING INTO MR. GILBERT'S WORK RECENTLY AND HAVE DECIDED AT THIS TIME THAT WE WILL PLAN TO USE HIM ON SOME FEDERAL AID WORK, BUT ON A RATHER LIMITED BASIS.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

F. A. Chatwood
F. A. CHATWOOD
ADMINISTRATIVE RIGHT OF WAY AGENT

CES:CL
cc: R. L. PORTER
F. C. KLABOE
L. H. YOUNG
C. H. WATSON
G. E. ROHDE
C. E. SMITH
H. W. SNELL
M. R. MITCHELL

RECEIVED
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

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OCT 14 1966
FOR FILING

FORM E-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 7, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Appraisals
Pendleton Section
Old Oregon Trail
Highway
Umatilla County

NOTED
F.B. KLABOE

Attention Mr. C. J. Mathias

Dear Sir:

On October 3, 1966, you discussed 15 Right of Way files with Mr. Moehring. You expressed concern inasmuch as the Fee Appraiser, Mr. Glenn Gilbert, Pendleton, was high on his valuations. Mr. Moehring contacted me in Pendleton at once where I discussed these files with H. W. Snell, District Supervisor; Verne Allen, District Appraiser; Ralph Carter, Appraiser; and Clyde Caldwell, Negotiator. Attached is a breakdown of these files with comments on each one.

On October 6, I discussed this matter with you by telephone. You advised me that the Bureau of Public Roads can no longer accept this appraiser's work. You believe he is writing poor reports in addition to being high in his opinions of value. As of this date you are advised that this Department will no longer employ Mr. Gilbert to make appraisal evaluations for projects which require Federal Aid. Oregon cannot allow its Interstate Highway Program to be slowed down any longer by your misgivings on Mr. Gilbert's ability as an appraiser. This is your second "slow down" of this project.

For the record, this Department continues to have confidence in this individual and will continue to use him on State projects not involving Federal Aid. In our experience local appraisers' evaluations tend to be higher than evaluations of out-of-town appraisers. However, we find juries follow local appraisers' testimonies, and their services then become invaluable to the Government's case. Mr. Gilbert is an excellent court witness and has the confidence of local businessmen and attorneys. Attached is a brief of his qualifications and experience.

Whether or not Mr. Gilbert's estimates of values are too high in Pendleton will not be decided by any individual but by the outcome of the final negotiated or litigated settlements. Anyone investigating these files at a future date is encouraged to look further before condemning this individual's work.

Very truly yours,

G. E. Rohde
Chief Counsel

K. A. Chatwood

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

cc: R. L. Porter
F. B. Klaboe ✓
L. H. Young
C. H. Maison
G. E. Rohde
C. E. Smith
H. W. Snell
M. R. Mitchell

RECEIVED
OCT 13 1966
OFFICE OF
STATE [illegible] COUNSEL

Appraisals
Pendleton Section
Old Oregon Trail
Highway
Umatilla County

File No.	Gilbert's Appraisal	Other Appraisal	Remarks
38894-Wells	$ 8,000	$ 7,000 (reviewed)	This property was maintained in a very high state of repair. It had a bar tile roof and new siding. Mr. Gainer was as conservative in his appraisal as Mr. Gilbert may have been generous.
38904-Forth	9,500 (reviewed)	7,500	This file has been discussed previously, but I will point out again that it had a full basement which almost doubled the utility. This property is similar in character to a three-bedroom or four-bedroom house, compared to a two-bedroom house of the same area with other amenities being equal. The house with a greater number of bedrooms will almost always demand a greater amount on the market.
39140-Brown Dairy	6,150 (reviewed)	5,500	The highway taking eliminates the off-street customer parking for a business building. Commercial buildings without off-street parking today are at a very great disadvantage in competing for leases. Many sit empty much of the time.
38930-Crawley	7,000	5,500 (reviewed)	Gilbert appraised for the owner who will not settle on Gilbert's appraisal either. Owner wants $10,000.
38971-Rehberg	21,405	21,500 16,050 18,500 (reviewed)	Gilbert appraised for owner. Difference is mainly on land value. He may have good reasons. On this file he was below Scharn.

File No.	Gilbert's Appraisal	Other Appraisal	Remarks
39134-Furnish	19,440	15,400 (reviewed)	Mr. Geiser used the subject sale as the indicator of value. Many contend that every man is entitled to his bargain.
38915-McGee	14,725 (reviewed)	13,150	This property has a $135 monthly income stream.
38917-Kellogg	9,850	8,500 (reviewed)	Apparently both appraisers are wrong. Owner claims he was offered $9,300 last year, and he very reluctantly signed an option agreement for $9,000—an insubstantial increase.
39103-Sussman	77,810	67,200 70,000 (reviewed)	Reviewer said that both appraisers are wrong.
38916-Robinson	13,200 (reviewed)	13,000	Only 1½% difference between the two appraisals.
39148-Cox	8,140	6,100 (reviewed)	Severance damages to the area south of the highway were deleted from the appraisal by the reviewer.
39149-French	9,960	8,400 (reviewed)	Same as File No. 39148
39139-Frank	44,150	31,300 (reviewed)	This service station property is ideally located across the street from Albertson's Food Center. The investigation shows past management problems. We are asking our reviewer to take another look at this file, as there is a sale across the street for $2.96 per sq. ft. Mr. Geiser used $2.50 per sq. ft.
39194-Bonbright	62,306	55,750 (reviewed)	Service station—no comments.
39142-Forth	2,775	275 (reviewed)	Reviewer Schmidt would not accept damages; found no agreement with land value.

JLS:ja
6-2-67

6-2-67

PUX 626

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, and Union Pacific Railroad Company, Lessee, known as the RIETH HIGHWAY OVERCROSSINGS project near Pendleton in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) and the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.

No. SXF-382

MOTION TO SUBSTITUTE DRAWINGS AND AMEND ORDER #43544

Comes now the Applicant, State of Oregon, by and through its State Highway Commission, and moves to substitute drawings and amend Order #43544 in the above-entitled matter, as follows:

I

Moves to substitute revised Drawings Nos. 22536 and 21173, attached hereto and by reference made a part hereof.

II

Moves to delete the last two sentences in paragraph 5 on page 3 of said Order #43544 and substitute in lieu thereof the following:

> "The roadway widths will be 40 feet at the easterly end of the westbound structure, tapering to 62-feet 2 7/8-inches on the westerly end of said structure. The roadway width for the eastbound structure will be 40-feet. The structures are on a descending grade in an easterly direction of 3.25%."

Dated at Salem, Oregon, this 2nd day of June, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
6-2-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawings and Amend Order #43544 is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 2nd day of June, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawings and Amend Order #43544 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

I-80N-5(29) Pendleton Sec. of Old Ore. 1964
204 Tr. from Reith Hill to E. Pendleton
#7097 Interch. (Grading and Paving) #2

C & A 2958

3007

3237

3497

3554

3754

R/W 20800

RR-659

A

FOR[illegible] 33X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 5 1967
FOR FILING

I-80N-5(29) 204

7097

May 31, 1967

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: W. G. Johnson, Superintendent

Gentlemen:

Re: Reith Hwy. & UPRR O'Xing
Pendleton Section
Old Oregon Trail Hwy.
Umatilla County
Bridge No. 9520 & 9520A
Your File: D-323-1-68
D-323-1-81

Since April 4, 1967, when the Public Utility Commissioner issued Order #43544 permitting the construction of the subject structures, the alignment of the West Pendleton Interchange has been completely revised. This necessitated revisions to the above mentioned structures.

We have revised drawings no. 22536 and 21173 which are the plan and elevation drawing and vicinity map, respectively, to reflect these changes and are attaching four prints each for your use.

These revisions change the width of roadway of the westbound structure from 40' to a tapered roadway width of 40' at the easterly end and 62' 2 7/8" at the westerly end. This was necessary to accommodate an exit ramp. The roadway width of the eastbound structure was changed from 48' to 40'. The grade line, vertical and horizontal clearances remain the same.

The attached drawings will be submitted to the Public Utility Commission as revised exhibits in our request for an amendment to the PUC order. Will you please review these drawings and return one print with your approval and/or comments noted thereon.

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,
Ivan D. Merchant
Bridge Engineer
By:

NOTED
TOM EDWARDS

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards 72
T. W. Litchfield
Jack Sollis

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 31, 1967
Salem, Oregon

SUBJECT: Reith Hwy. & UPRR O'Xing
Pendleton Section
Old Oregon Trail Hwy.
Umatilla County
Bridge No. 9520 & 9520A

To: G. E. Rohde
Legal Division

BUILDING

Attention: Jack Sollis

Since April 4, 1967, when the Public Utility Commissioner issued Order #43544 which permitted the construction of the subject structures, the alignment of the West Pendleton Interchange was completely revised. This necessitated revision to the above structures.

We have revised Drawings No. 22536 and 21173 which are the plan and elevation drawing and vicinity map, respectively, to reflect these changes and are attaching 12 prints each for your use in making the necessary amendments to the PUC order.

Due to the revision of the West Pendleton Interchange there is a change of roadway width of the westbound structure from 40' to a tapered roadway width of 40' at the easterly end to 62' 2 7/8" at the westerly end. This taper was necessary to accommodate an exit ramp. The roadway width of the eastbound structure was changed from 48' to 40'. The grade line, vertical and horizontal clearances remain the same.

Will you please make up the necessary amendment in order that these revised exhibits may be placed in the PUC order.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards TL
T. W. Litchfield

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(29)204

7097

May 29, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

Re: Pretreatment Plant
City of Pendleton
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (4) 204

Dear Sir:

On April 21, 1967, the writer handed to Mr. Girvin one copy of Clark and Groff's Supplemental Report on an Evaluation Study of an Industrial Waste Pretreatment Plant at Pendleton, Oregon.

Also transmitted by hand to Mr. Girvin on May 15, 1967, was the City's letter dated May 11, 1967, which approved, with certain reservations, plan 3 as outlined in our letter to the City dated April 26, 1967, a copy of which is attached for your convenience.

Also attached you will find one copy of Mr. Valentine's letter of May 25, 1967, which details the results of his recent inspection of the Pendleton Pretreatment Plant.

In a conference call on May 15, 1967, involving Messrs. Dec, Girvin, Milliken and the undersigned it was brought out that the Sanitary Authority would not require the City to re-install the pumps in the pretreatment plant for the 1967 season and would allow the City of Pendleton to divert the cannery wastes into their present sewage system until such time as a new facility could be constructed.

We, therefore, recommend adopting the procedure for determining the State's share of the functional replacement of the pretreatment plant outlined in Mr. Groff's supplemental report.

Very truly yours,

F. D. Morgan
Construction Engineer

By: PLP

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: E. B. Klaboe
D. H. Moehring
V. L. Gallagher

Enc.

RECEIVED
MAY 25 1967
AG

I-80N-5(29)264

7097

May 25, 1967

Umatilla County Court
County Courthouse
Post Office Box 1165
Pendleton, Oregon 97801

Attention The Honorable D. R. "Sam" Cook
County Judge

Gentlemen:

Re: Pendleton Section, Old Oregon Trail
Highway No. 6 (Interstate 80N)

Pursuant to previous correspondence and various meetings with County and State officials on the subject matter, the County and State entered into a throughway agreement dated March 8, 1966, and its supplement dated November 22, 1966, pertaining to said section of highway partially within the city of Pendleton.

It has been determined in the best interest of all parties concerned that said County agreement of March 8, 1966, should remain in full force and effect and apply with like force and effect as to the proposed plans for the construction of said project; however, it is further determined that said supplemental agreement dated November 22, 1966, shall be declared null and void, and any further reference to the contents of said agreement shall be superseded by the previous County agreement of March 8, 1966.

If the above is agreeable to the Umatilla County Court, please indicate your approval by the appropriate signatures in the space provided below and return four copies to this office for Highway Commission consideration and approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Umatilla County Court:

By______________________________
Judge

By______________________________
Commissioner

By______________________________
Commissioner

By______________________________
Clerk

Oregon State Highway Commission:

By______________________________ __________
Highway Commission Secretary dated

By______________________________
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H S. Cox
D. H. Moehring
A. F. Parson

DH:mm srb

RECEIVED
MAY 19 1967
FOR FILING

I-80N-5(29)224

7197

May 19, 1967

5646

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-5(--)86
Emigrant Avenue and Pendleton
(North, South and West)
Interchanges
Illumination Plans
Your File 08-35-DA

Dear Sir:

Your letter of May 3 approved the illumination proposal for the Pendleton Bypass Section, contingent upon illumination being provided by the City on the cross streets.

This proposal is acceptable to us. We also wish to advise you that high mounting height luminaires will be used on this section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
A. F. Parson (enc.)

LEG:mk ja

Form CD-121 (11-61) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 3, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G R Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(--)86
Emigrant Avenue and Pendleton (North, South and West) Interchanges
Illumination Plans

Mr. Edwards' letter of March 31, 1967 transmitted for approval as an Interstate project illumination plans for the subject interchanges. Our review indicates that partial interchange lighting at these locations is not warranted under the AASHO Guide for Lighting Controlled Access Highways for suburban conditions. However, the general characteristics of the surrounding area, as well as the immediate interchange area, are at the present time considered more rural in nature than suburban. Under rural conditions, the present ADT adequately supports partial interchange lighting. For these reasons we approve the illumination of these interchanges as requested.

Our approval, however, is with the understanding that the City of Pendleton will illuminate the cross streets out to the interchanges. Also, it is considered advisable, and we strongly recommend, that consideration be given to using 40- to 50-foot mounting heights. Recent research on this subject indicates that highway lighting systems using higher mounting heights are usually preferable in terms of economy, effectiveness, safety, esthetics, and flexibility for future modification.

Copy - Young Gen. Files
5.4.67

Bud
R.D.

RECEIVED
MAY 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERA GHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Form CD-121 (11-63) (Pres. by A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

Edwards

DATE: May 3, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(--)86
Emigrant Avenue and Pendleton (North, South and West) Interchanges
Illumination Plans

Mr. Edwards' letter of March 31, 1967 transmitted for approval as an Interstate project illumination plans for the subject interchanges. Our review indicates that partial interchange lighting at these locations is not warranted under the AASHO Guide for Lighting Controlled Access Highways for suburban conditions. However, the general characteristics of the surrounding area, as well as the immediate interchange area, are at the present time considered more rural in nature than suburban. Under rural conditions, the present ADT adequately supports partial interchange lighting. For these reasons we approve the illumination of these interchanges as requested.

Our approval, however, is with the understanding that the City of Pendleton will illuminate the cross streets out to the interchanges. Also, it is considered advisable, and we strongly recommend, that consideration be given to using 40- to 50-foot mounting heights. Recent research on this subject indicates that highway lighting systems using higher mounting heights are usually preferable in terms of economy, effectiveness, safety, esthetics, and flexibility for future modification.

Copy - Young - Div. Files
5.4.67

[illegible]

RECEIVED
MAY 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 19 1967

I-80N-5(22) [illegible]

[illegible]

May 17, 1967

Mr. Robert Welty
Consulting Engineers
P. O. Box 377
The Dalles, Oregon 97058

RE: Eastern Oregon Telephone
Company Adjustment
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(22)176

Dear Sir:

You were authorized, on September 13, 1966, to proceed with a study to determine fair compensation to Eastern Oregon Telephone Company for the relocation of their carrier hut and attendant facilities required by the construction of the above-captioned section. On October 6, 1966, representatives of the State and the Bureau of Public Roads met with you in your office to discuss the content of your proposed report to the State regarding the State's obligation to replace the facilities of Eastern Oregon Telephone Company. Phil Preston of this office had an occasion to discuss this matter with you on April 19, 1967, and it was his understanding that the report would be in the mail that week.

Some time has now elapsed and we have not received the report. If it was mailed as you intended, would you please send us another copy immediately. If for some reason you were not able to mail it, we would appreciate receiving this report in the very near future so that we can complete this transaction with Eastern Oregon Telephone Company.

NOTED
F.B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw
bc A. W. Parsons
F. B. Klaboe
C. H. Maison
A. F. Parson
J. W. Valentine

RECEIVED
MAY 18 1967
OFFICE OF
[illegible] ENGINEER

RECEIVED
MAY 12 1967

FOR FILING

I-80N-5(29)

7C97

May 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon 97301

Re: Proposed Signing
Pendleton Bypass
Oregon Project I-80N-5(--)

Your File: 08-35-DA

Dear Sir:

Your letter of April 21 comments on the proposed signing for the Pendleton Bypass Section of I-80N. Taking each item in sequence, the following information is offered to supplement our original request for approval of the signing on this section:

1. We know from past experience that the exit signing on the Interstate System in many instances is not satisfying the traveling public. In our effort to upgrade the safety of the motorist, it is felt that the removal of signs from the gore area is most desirable. It is also known that overhead signing provides the safest possible operation to drivers desiring to use an off-ramp. Since the overhead structures will be protected by a specially designed guardrail installation, there can be no additional hazard resulting to the driver from this type of sign installation.

2. A comprehensive meeting concerning this signing was attended by representatives of our Traffic Engineering Division in Pendleton. At this meeting a complete representation of all businessmen was in attendance and one of their specific requests centered around the usage of the direction words on the various guide signs. The possibility of using abbreviations was

discussed with the business people and they were very adamant in their request for the use of the direction spelled out on the signboards. This request appears reasonable since for a minor amount of additional cost, the business community in the city of Pendleton can provide itself with some positive identification for advertising purposes.

3. The "WRONG WAY" signs will be included in the final contract.

4. An attempt has been made in the past to utilize a minimum number of sign posts, both for safety and aesthetic purposes. The additional benefit of installing individual sign posts for the "DO NOT ENTER" signs would defeat our original purpose. It is felt that any additional target value obtained through the use of extra sign posts would be defeated through introduction of additional hazards. Our policy does not, however, preclude use of additional posts where the stop sign posts are not appropriately located for use as a dual installation.

5. We will eliminate ramp terminal destinations where and if it is possible to do so without destroying the continuity of the signing.

6. The stop flap will not be used.

7. Through painful experience we have found that the "GAS - FOOD - LODGING" signs are required by the tourist segment of the traveling public. Tourism is a large industry in Oregon. These signs are absolutely essential at all interchange points adjacent to a city, and most particularly so at a smaller community such as Pendleton. Your request that we eliminate this sign at all interchanges is not practical.

8. West Pendleton Interchange: We will add the word "AIRPORT" to the guide sign as suggested and the "NEXT 3 EXITS" signs will have 12-inch capital letters and will carry only the destination "PENDLETON". We will delete "CITY CENTER".

9. Emigrant Avenue Interchange: The County has requested that we sign "UKIAH" on the "NEXT RIGHT" sign. We cannot remove this destination.

The suggestions involving the overhead signs will be incorporated into the plans and the placement of the ground-mounted signs at the westbound off-ramp terminal will be reviewed.

10. South Pendleton Interchange: We will review the destinations used on our ramp terminal signing and will make such revisions as we feel are appropriate.

The ramp terminal design will also be re-examined to see if changes are required for proper sign positioning and to reduce any possible confusion.

In light of the above information, we again request that you reconsider the signing plans in question. We would appreciate your approval of these plans at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:njc/TE:ja

Form CD-121
(11-53)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1967

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED
APR 26 1967
TRAFFIC ENGINEERING

SUBJECT: Oregon Project I-80N-5(-), Pendleton Bypass
Proposed Signing

The proposed signing plans for the Pendleton Bypass were presented for our review and approval. Before approval of signing plans for the subject section the following comments are made for your consideration:

1. The use of a cantilever exit direction sign is objectional in that this section of highway does not meet the warrants for overhead sign installations, as given in the Interstate Sign Manual. From a safety standpoint the large cantilever sign support, protected by at least 100 feet of guardrail, creates more of a hazard than both the exit gore sign and the exit direction sign using a breakaway design, and from an economic standpoint the proposed installation will be more expensive than conventional signs with the aforementioned safety characteristics.

2. The destination message using compass directions for sections of the city generally result in signs much longer than otherwise necessary. Therefore it is recommended that "W", "SW", "SE" and "E" be used in conjunction with Pendleton. This is recommended in paragraph 1A-14 of the MUTCD.

3. The use of "Wrong Way" signs should be utilized on all off ramps.

4. "Do Not Enter" signs should be more effectively located instead of being placed on the same sign post with the "Stop" sign.

5. Every effort should be made to reduce to a minimum the number of destinations shown at ramp terminals.

6. According to Oregon's sign manual, the stop flap should be used only as a supplement to the stop sign. The actual need for the stop flap is questionable.

Specific comments concerning the individual interchange signing plans are as follow:

Bud [illegible]

(more)

Copy - yours & Gen. Files
4-25-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

West Pendleton Interchange:

The "Pendleton Airport Next Right" could be eliminated and the word "Airport" added to the guide signs.

The use of "Gas, Food and Lodging" signs should be eliminated. It is understood that such services would naturally be available in a city such as Pendleton.

The words "City Center" should be deleted from the next three exit signs. The "City Center" destination should be utilized only at the particular interchange most directly leading into the city center.

"Next 3 Exits" should be in 12-inch capitals.

Emigrant Avenue Interchange:

Question the need to sign to "Ukiah" on the next right sign.

"Gas, Food and Lodging" signs unnecessary.

More effective viewing of signs at the westbound off ramp by placing signs in the northeast quadrant of the intersection instead of the northwest quadrant. This would permit the omission of the sign in the southeast quadrant.

The inclusion of the I-80N route marker on the overhead signs reading "LaGrande" and "Portland" is desirable for route and destination association. Substitute the words "Next Left" for the down arrow on the Portland sign.

South Pendleton Interchange:

Omit "Gas, Food and Lodging" sign.

Crossroad signing needs simplification. Suggest omission of reference to Patawa Creek Road. Omit "City Center" or "Pendleton" from ramp terminal destination bounds. Eliminate all messages at the eastbound off ramp terminal except Portland, LaGrande, and Pendleton as appropriate.

The approved interchange design indicated that the terminals of the eastbound off ramp and the westbound on ramp would have islands to clearly define the proper path the motorist should follow. These islands would permit a more effective positioning of the ramp terminal signs and would help to reduce driver confusion due to broad open areas of pavement.

We have returned the unsigned tracings to your Traffic Division.

Form [illegible] (11-63) (Pres. by A.O. 20[illegible]-10) UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U. S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: May 11, 1967

In reply refer to: 08-35.6

I-80N-5(4)204

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

2097

RH Tokerud
By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Section
West Pendleton Interchange Structure (For Trumpet Layout)

Preliminary plans consisting of Drawing 23041 and Grading Sheet No. 8 submitted with Mr. Merchant's letter of April 28 are approved contingent upon the interchange layout finally selected at this site.

Copy
Merch
Young
5-15-67

1

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 12 1967
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(20)204

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 8, 1967

In reply refer to: 08-35.7

TO 7097 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 39116, Rohde

Please refer to Right of Way Engineer D. H. Moehring's letter of February 16, 1967 which requested full Federal participation in the taking and damages to the subject property in the amount of $24,125. We have reviewed the additional data submitted from your Right of Way office which indicated the damages resulted from the fact that the remainder was too small and too irregular in shape to be economically developed and were not attributable to loss or impairment of access, circuity of travel, or diversion of traffic. We have determined that Paragrah 6k of PPM 21-4.1(3) (now known as Paragraph 5n of PPM 80-1) is not applicable, and therefore the entire amount is eligible for full Federal participation. Originally participation was limited to $17,000. You may therefore code an additional $7,125 as participating.

Orig to Moehring 5-10

5-11-67

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 9 - 1967

FOR FILE
I-80N-5(27)204
7697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1967

SUBJECT: Pretreatment Plant
City of Pendleton
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(4)204

To:

MEMO TO THE FILES

Our letter of April 26, 1967 to the City of Pendleton set out the State's proposal for the functional replacement of the pretreatment plant. This plan proposed that the capacity of the pretreatment plant be incorporated into units already planned for plant expansion. It is proposed that the State's share of the total actual cost of the new facility will be computed as follows:

$$\text{State share} = \frac{(\text{Loads used in old pretreatment plant})}{(\text{Design load of new facility})} - (\text{Expired service life}) - (\text{Salvage})$$

A conference call was initiated by this office on May 2, 1967 to assure that the City understood our proposal as detailed in the above-mentioned letter of April 26, Those involved in the call were Rudy Enbysk, City Manager, City of Pendleton, and Messrs. Litchfield, Valentine and Preston, Oregon State Highway Department. As a result of the call, we obtained the following information from the City of Pendleton:

1. They approved our proposal in principal for proportioning the cost of the replacement of the function of the pretreatment plant. Mr. Enbysk mentioned that his estimate from CH_2M for the total plant improvement was considerably higher than ours, and Mr. Enbysk has written to CH_2M for confirmation of his figure. His figure was $850,000 as compared to our figure of $696,712.

2. Mr. Enbysk plans to present a sewage improvement plan to the City Council shortly after the adjournment of the State Legislature. The plan to be presented will reflect the results of current bills in the legislature regarding this matter.

3. The City has started to dismantle the pretreatment plant and it is now inoperative. It was their understanding that the highway would soon require its removal and since they had help available at this time, the work was started.

NOTED
F.B. KLABOE

4. Upon receipt of confirmation of the estimate of cost from CH_2M, Mr. Enbysk will answer our above-mentioned letter of April 26 stating the City's position and approving, in principal, our proposal.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:sg:fw

cc: A. W. Parsons
~~F. B. Klaboe~~
A. F. Parson
J. W. Valentine

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1967

FOR FILING

I-80N-5(27)204

7697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1967

SUBJECT:

To: MEMO TO FILE

On this date, the following people were in my office to discuss the West Pendleton Interchange:

D. R. Cook, County Judge

Arthur Lorenzen, Chairman, Port of Umatilla

A. C. Holmes, City of Pendleton

Till Stone, City of Pendleton

Mr. Klaboe and I represented the State.

The Pendleton group expressed a strong preference for the trumpet-type interchange, with the stipulation that an adequate access be provided for Rieth Road.

I instructed Mr. Klaboe to immediately start doing the engineering so that determinations could be made as to the Rieth Road connection.

We are to confer with the local people after our preliminary engineering is completed.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

RECEIVED
MAY 2 - 1967
FOR FILING

I-80N-5(21)204
7097

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 28, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon

Subject: West Pendleton Intchg.
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Br. No. 9636

Dear Sir:

Transmitted herewith, are two prints each of the plan and elevation Dwg. No. 23041, grading plan Sheet 8, and foundation recommendation report dated March 6, 1967 of the subject project.

The length and width of the structure and the location of the bents were determined by the alignment, grades, cross sections and setback requirements established for the current intersection configuration. A poured-in-place concrete box girder was chosen for structural integrity, cost and aesthetic reasons. The skew angle of 38° precludes the use of steel plate girders with a recessed cross-beam. As none of the undercrossings between Stanfield Jct. and the East Pendleton Interchange have a cross-beam below the superstructure, we feel that a poured-in-place box girder with enclosed cross-beams is the most logical type solution. This type of structure is particularly appropriate as no provisions for handling of traffic are necessary. Many of the details will be identical to the details of the Stanfield Interchange currently being advertised.

The foundation data indicates the use of steel pile end bent and multiple column spread footing interior bents. The estimated cost with a 20% allowance for engineering and contingencies, is $298,000 for the structure only.

These prints are being sent to you as a preliminary submi

[illegible]
[illegible] EDWARDS

We hereby request your approval of the structure layout contingent on the interchange pattern that is selected.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/JEB/mb
Att.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 90M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 2 1967

I-80N-5(29)204

7097.

April 26, 1967

City of Pendleton
City Hall
Pendleton, Oregon 97801

ATTENTION: Mr. Rudy Enbysk
City Manager

Re: Pretreatment Plant
City of Pendleton
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(4)204

Gentlemen:

As you know your pretreatment plant which is used exclusively for the treatment of cannery wastes from the Smith Canning and Freezing Company will conflict with our proposed construction of this section of the Old Oregon Trail Highway. Our present plans will allow the plant to remain operative through the 1967 season; but will require its removal prior to the 1968 canning season.

We have investigated several alternate solutions to provide functional replacement of your pretreatment plant. Our investigations were, by necessity, based upon certain criteria covered by a Policy and Procedure Memorandum 30-4 issued by the Bureau of Public Roads (now a part of the Department of Transportation) who are contributing approximately 92% of the highway cost.

The alternates considered were 1) purchase with no replacement, 2) separate replacement in kind, and 3) replacement as a portion of your proposed main plant expansion. Of these three, 2) and 3) are in conformance with Federal statutes and we believe the last may be the most acceptable to you and would be an equitable adjustment.

Your 1964 Cornell, Howland, Hayes and Merryfield report for the proposed sewage treatment plant expansion shows in Table 10 (Page 56) the facilities necessary to include the function of pretreatment plant in the proposed main plant. To determine what portion of the several main plant elements was attributal to the pretreatment plant we had to use several factors, among them were percentage of flow for the clarifier, pumping facilities and piping, percentage of BOD load for the filter, and a cost percentage for move-in, insurance costs. In addition the CH_2M costs have been adjusted upwards to reflect current prices and a 25% engineering, legal, administrative, and contingency cost has been added.

The costs discussed above are as follows:

Plan II (Table 10 CH_2M) Est. Adjusted Cost:	$696,712.00
Est. Proportional Cost of Pretreatment Plant:	-157,439.00
Tentative Expired Service Life Credit, Pretreatment Plant:	+ 41,747.00
Est. Salvage of Existing Facilities, Pretreatment Plant:	+ 820.00
BALANCE	$581,840.00
Est. Possible Federal Grant (Public Law 660) @ 30%	- 174,552.00
Est. Cost to City of Proposed Expansion	407,288.00

114,8[illegible]

Under the proposal it will be necessary for the City to do the following:

1. Leta contract for Plan II Pages 52-56 in CH_2M's report dated February 1964.
2. Have available the City's share of this cost, estimated to be $407,288.00.

In addition to those costs to be borne by the State as shown above, the State is prepared to offer the City $14,455 for the 4.8 acres shown as Parcel #3 on the attached map. Of this, 4.13 acres will be within the highway right of way and is occupied by the pretreatment plant. If the City desires to retain that portion of the property lying outside the area required for highway construction, then the offer would be reduced to $14,405.00.

We would appreciate your review of the method of sharing in the actual cost of the proposed adjustment and tentative offer and indicate to us whether or not such a procedure could be incorporated into your future sewer improvement program, and therefore, would be acceptable to the City. Should you have any questions regarding this matter, please contact this office.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

Attach. PPM 30-4, sketch map

cc: State Sanitary Authority
Attention: Harold M. Milliken

A.W. Parsons
~~E.B.~~ Klaboe
D.H. Moehring
C.H. Maison
L.H. Young
A.F. Parson
J.W. Valentine

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
[illegible]
477 Cottage Street NE.
Salem, Oregon 97301

Form CD-121 (11-63) (Presc. by A.O. 206-10) UNITED STATES GOVERNMENT

RECEIVED APR 1967

Memorandum

FOR FILING I-80N-5(27)204

7097

DATE: April 21, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: I. Merchant, Bridge Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: RHT
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-80N-5(4)204
Preliminary Plans for Overcrossing of Rieth Highway and UPRR

Preliminary plans consisting of Drawing 22536 with Revision #3 dated March 7, 1967 and Drawing 21173 with Revision #1 as submitted with Mr. Merchant's letter of March 13 are approved.

This approval is contingent upon the final selection of type of interchange to be constructed at this site.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Irion
Young 4-25-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

[illegible] APR 18 1967

I-80N-5(29)214

7097

MEMO TO FILES, April 14, 1967

RE: West Pendleton (Airport) Interchange
Hwy. No. 6, Umatilla Co. & Pendleton

Tuesday, April 11, 1967, I met with Judge Cook and Commissioner Rees in the Umatilla County courthouse to discuss the West Pendleton (Airport) Interchange. Gene Palmer, County Roadmaster, was also present.

I gave these people two sets of interchange plans (full size), a set consisting of sheets 8 and 9 of the trumpet interchange and one sheet of the diamond interchange. Main purpose was to get definite information to the Court re the location of the Pendleton city limits.

A new committee is being formed consisting of three (3) county representatives and three (3) city representatives. This committee will hold its first meeting Wednesday, April 19. The two Court members present indicated they would abide by the committee's decision.

Conclusions: (a) Umatilla Court is not unanimous for either type interchange. Judge Cook is a diamond man, Commissioner Rees is a trumpet man.
(b) The dissident element located around the airport interchange will not accept any scheme except the diamond. If another type interchange is recommended by the committee, the highway department may expect the above-mentioned group to use all means at their disposal to create an uproar. (c) I believe the Court will go for the committee recommendation. I stressed to the Court that access or exits would not be permitted from a freeway ramp, and that if the diamond were recommended, a new three-way agreement with the City must be obtained.

Tuesday I met with Rudy Enbysk and visited with him about the airport interchange. Mr. Enbysk is very concerned about relations with the highway department. I assured him that no one in the department was angry with the city of Pendleton and that our only desire is to get this interchange problem settled so that the job may be constructed.

Mr. Enbysk is aware of the new committee formation and seemed well pleased with some of the selections (committee is not complete as of this date). He indicated that he thought the City would abide by the committee recommendations, although this is just his personal feeling. I stressed that any proposal utilizing the diamond interchange must be agreed to by the City with a new three-way agreement. I also stressed that the City and the County must get together and agree as to the type of interchange that they mutually desire. Conclusions: (a) County and City to date seem to be in communication with each other and it appears that each side will be happy to smoke the peace pipe. (b) Not all of the city people are "trumpet people" and I believe the committee recommendation will carry considerable weight with the Council. (c) Pendleton is a poor place to work - they just fired their new city engineer.

H. S. Cox
County and City Division Engineer

HSC:mm
cc: R. L. Porter
F. B. Klaboe
J. E. Morelock

R. L.

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER #43544

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-382

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, and Union Pacific Railroad Company, Lessee, known as the RIETH HIGHWAY OVERCROSSING project near Pendleton in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) and the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	ORDER

On November 28, 1966, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205 and ORS 763.040, for authority to construct two railroad-highway overcrossings at the location set forth in the above title. The overcrossing construction will be part of a highway project in which Applicant proposes to relocate a portion of the old Oregon Trail Highway State Primary Highway No. 6, also designated as interstate system Highway 80N.

On December 19, 1966, Applicant filed a Motion to Amend the Application by substituting revised drawing No. 22536 in lieu of drawing No. 22536 initially submitted as part of the Application. On February 1, 1967, Union Pacific Railroad Company filed its Answer to the Application, as amended. On February 16, 1967, Applicant filed its Reply to the Answer and moved to substitute further revised drawing No. 22536 for previously revised drawing No. 22536. The above referred to motions with respect to submission of revised drawings were allowed. The Application will hereinafter be referred to as an "Amended Application" because of the revisions thereto.

Applicant alleges that the proper service, safety and convenience of the traveling public require the above described relocation and that construction of two overcrossing structures over the right of way and tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, is a necessary part of said highway relocation.

Applicant states that the persons or parties affected by the proposed overcrossings are the Union Pacific Railroad Company, hereinafter called "railroad" and Umatilla County, Oregon.

Applicant represents that upon completion, the combined annual average traffic will be 3300 vehicles with an anticipated increase to 6900 vehicles per day in 20 years; that at the site of the proposed overcrossings there are six passenger and eleven freight through movements, and twelve switching movements per day and that because of the topography and the proximity of the Umatilla River, overcrossing structures are the only feasible way of crossing said railroad right of way and tracks.

Attached to the amended Application and made a part thereof are Oregon State Highway Department drawings numbers 22536 and 21173. Said drawings set forth the physical details and dimensions concerning the proposed structures and their immediate vicinity.

Copies of the amended Application and the attached drawings made a part thereof, including revisions to drawing No. 22536, were forwarded to the Superintendent and Attorneys for Union Pacific Railroad Company and to the County Court of Umatilla County, Oregon. Both Union Pacific Railroad Company and the Board of Commissioners for Umatilla County advised the Commissioner that they have no objections to the construction of the overcrossings as proposed or to the granting of the amended Application in accordance with the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the amended Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the amended Application, the record herein and field investigation by the Commissioner's staff it is found that:

The Applicant herein is a "Public Authority", Union Pacific Railroad Company is a "Railroad" and the intersecting road is a "Highway" all as defined in ORS 763.010.

In connection with the relocation of Interstate Highway 80N, the State Highway Commission proposes to construct two overcrossing structures over the right of way and tracks of the Union Pacific Railroad Company as shown on the aforementioned drawings attached to the amended Application. The proposed site of such overcrossings is located in Umatilla County, Oregon.

Upon completion the combined annual average daily traffic will be approximately 3300 vehicles with an anticipated increased to 6900 vehicles per day within 20 years thereafter. At the site of the proposed overcrossings there are six passenger and eleven freight through movements and twelve switching movements per day.

Specifications and representations submitted by Applicant herein provide that the proposed structures are parallel to a common centerline and the centerline of the two structures is located 50 feet on each side of the common centerline. The common centerline intersects the Northerly siding at Highway Engineer's Centerline Station 1265+02.21 POT equals Railroad Station 2148+14 POC with an intersecting angle of 46°04'45" in the Southeast Quadrant. The common centerline intersects the Southerly siding at Highway Engineer's Centerline Station 1265+33.37 POT equals Railroad Station 2148+34 POC, with an intersecting angle of 42°14'00" in the Southeast Quadrant. The common centerline intersects the main line at Highway Engineer's Centerline Station 1265+57.56 POT equals Railroad Station 2148+52 POC, with an intersecting angle of 42°00'45" in the Southeast Quadrant. The structures will be 439 feet in length consisting of 4 structural steel spans varying in length from 77 feet to 130 feet. The roadway widths will be 40 feet for the westbound structure and 48 feet for the eastbound structure. The structures are on a descending grade in an easterly direction of 3.25%.

The vertical and horizontal distances will exceed the minimum standards required by the Commissioner's Rules at all times during construction and after completion of the proposed structure.

The proposed overcrossings will constitute new crossings of an existing railroad and will not eliminate any existing grade crossing and will, therefore, produce no benefit to the railroad. Applicant, in recognition thereof, seeks no participation by the railroad in the cost of said structures.

Applicant more particularly proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed overcrossing structures.

(b) Finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Maintain the structures with their fills and approaches and all highway appurtenances thereto upon completion of the project.

TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove the existing signal lines, protect the same during the construction period and replace in final location upon completion of construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossings of the railroad tracks which are incidental to the highway to be relocated are for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossings, to the proposed manner of their construction, or to Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connectin with construction and maintenance of the overcrossings. Such proposals are just and reasonable and are hereby approved.

The crossing of railroad and highway at separate grades as proposed by Applicant herein will promote the public safety and convenience.

From the foregoing it is concluded that construction of the proposed overcrossings and granting of the amended Application herein is in the public interest. It is therefore

ORDERED that the amended Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossings over the tracks and right of way of the Union Pacific Railroad Company, known as the Rieth Highway Overcrossing project, located in the Northeast Quarter of the Northwest Quarter and the Northwest Quarter of the Northeast Quarter of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformity with the details as shown on the drawings submitted with the Application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

Order #43544

ORDERED that the designation 2A-212.97-A be assigned to the crossings as a means of their identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 4th day of April, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

THE FOLLOWING FIRMS AND INDIVIDUALS HEREBY URGE THE UMATILLA COUNTY COURT OF UMATILLA COUNTY TO CONSIDER A FULL INTERCHANGE AT THE MUNICPAL AIRPORT JUNCTION.

Cross Referenced To:
adm
Petitions
Umatilla

NOTED
F. B. KLABOE

file

Pendleton Grain Growers	James Hill Jr.
Blue Mt. Fir Products	[illegible]
Johns, Smith & Beamer	[illegible] Smith
Frontier Machinery	[illegible]
Hill Furniture	[illegible] Hill
Farmco	[illegible]
Sky Room	[illegible]
Wyss Dairy	[illegible]
Allied Seed Co.	Jerry Chapman
Mountain Machinery Co. (Allis-Chalmers)	[illegible] Harrison
American Oil Company	F.W. Frink Mgr
Herds 76	[illegible]
Atlantic Richfield Co.	H Heaton, Agent
[illegible]	[illegible]
Fruit Cafe	Ralph Younger

Union Pacific Railroad — L. R. Cappel
Vaughan Electric Chas. W[illegible]
Percy E Tellum Contractor inc [illegible]
Ronald J Hudson — Ron Hudson Fertilizer & Chemicals
C.D. Fulton — Lucky Dollar Market

RECEIVED
APR 5 - 1967

FOR FILING

I-80N-5(37)264

7097

April 3, 1967

Mr. J. Val Toronto, P. E.
City Engineer
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

1501

Dear Mr. Toronto:

Re: West Pendleton Interchange
I-80N, Umatilla County

Reference is made to your letter of March 9 concerning details of the "trumpet" type interchange design proposed at the West Pendleton Interchange.

Under point (1), I am hopeful that I misunderstand you. The designs used in discussion in the past have always been this same general pattern with a 10-degree alignment for the off-ramp traffic entering Pendleton and a 36-degree turn on the loop for the on-ramp. To put a 10-degree curve on this loop would require almost a 1,200-foot diameter circle.

Under point (2), the plans had not been updated. We presently propose a 40-foot curb-to-curb overhead structure.

Point (3), the curve on the "A" line for outbound traffic from Pendleton will be revised to approximately a 10-degree curve as indicated on the enclosed revised preliminary interchange layout sheet.

Point (4), the moves I believe you refer to are all made from a stop condition and the design as shown should handle the C-43 design vehicles with no difficulty.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson (Enc.)

ADO:jr srb
Encs.

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

March 9, 1967

SUBJECT: PENDLETON AIRPORT
TRUMPET INTERCHANGE

Routing
Walker
Swan
Litchfield
RECEIVED
1967
CONSTRUCTION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: F. B. Klaboe
Assistant State Highway Engineer

Dear Mr. Cooper:

Thank you for the prints of the Airport Trumpet Interchange that we recently received from your office.

We would like to take this opportunity to make the following constructive comments regarding the above design.

(1) The interior trumpet turning radius of approximately 159.16' (D°=36°) on the "D" line is substantially less than the 550' turning radius (D°=10°-25'-12") proposed and accepted during the 10:00 a.m. meeting that was held in Pendleton on February 24, 1967 with Mr. Till Stone, Chairman of the Pendleton By-Pass Committee and Mr. F. B. Klaboe, Assistant State Highway Engineer and members of the City Council.

(2) Also suggested is that the overhead structure be increased from a curb to curb width of 28' to 32' and preferably to 38'.

(3) The 150' radius curve opposite station 1251+00 "A" line be increased to a 300' or 400' turning radius.

(4) Considering that the Airport Junction will and currently is generating C-43 design vehicular movements to Pendleton's present and only future industrial area, we hopefully would like to see the channelization at this junction reflected in your design consideration

Very truly yours,

Val Toronto

J. Val Toronto, P.E.
City Engineer

JVT:bt
cc: Til Stone

THE WORLD'S ROUND-UP CITY

RECEIVED
APR 3 - 1967

FOR FILING
I 80N-5(27)[illegible]
-7097

March 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two sets of plans showing proposed illumination of the four interchanges on I-80N serving Pendleton. Anticipated 1967 traffic volumes are also shown. The total estimated cost of the project is $128,000.

It is the Highway Department's belief that illumination of these interchanges is necessary for the safe and efficient movement of traffic on I-80N throughout this section. In addition, it is felt that the safety of nighttime driving conditions would be greatly improved through the use of illumination, since inclement weather conditions are often encountered in this area. Geographically, this section of I-80N is located in a depression adjacent to a mountainous area with resulting weather conditions creating fog and ice throughout this section.

The City of Pendleton has agreed verbally to light the cross streets out to the interchanges and to pay the power costs for the interchange lighting. We expect to have this commitment in writing in the near future.

We request your approval of the plans and financial participation as an Interstate project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

Attachments

LEG:mk ja

RECEIVED
FORM 2-30 5CM 10-65
APR 27 1967
FOR FILING

I-80N-5(54)204

7677

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1967

MEMO TO THE FILES

SUBJECT: City of Pendleton
Pretreatment Sewage Plant
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(4)204

A meeting was held at 10 A.M. in the Salem office of Clark and Groff, Consultants, to clarify certain points in Clark and Groff's subject report to the State dated January, 1967. Those present were Mr. Groff, Consultant; Messrs. Snow, Dec and Girvin representing the Bureau of Public Roads; and the undersigned representing the State.

Mr. Dec reviewed the history and details of our problem in determining an equitable settlement with the City of Pendleton for the removal of their pretreatment plant. As a result of numerous questions to Mr. Groff, we were able to obtain a much clearer picture of the pretreatment plant as it now functions and the apparent impracticality of relocating its function in kind. Several alternate methods of determining the State's share of the cost of relocating the plant were discussed.

Finally, it was agreed that the State would request Clark and Groff to amend their agreement with the State dated January, 1967 to include the following work: (Unit cost to be as per the original agreement).

1. Confirm that a separate facility (i.e. lagoon or plant) would exceed $240,000. Narrative or general statement.

NOTED
F.B. KLABOE

2. Show derivation of the $185,000 plant
   (a) To refute CH_2M's $45,500 solution.
   (b) Compare with Mr. Snow's $117,000 pro rata of CH_2M's solution.
   (c) Relate design capacity and functional capacity of existing pretreatment plant to the $185,000 plant.

3. Develop expired service life on correct basis -- 65 year, etc., or on a reasonable, functional obsolescence period - say 1972?

/	Morgen M		Pease E
	Decker		Morelock
	Bond		Trout
V	Barbee		Scott
	Walker		Wills
	Glenn		Litchfield
	Swan		Olson

It was also agreed that the State would contact the Oregon State Sanitary Authority for the following information:

1. If the State negotiated with the City on "cost to cure" basis, would the Sanitary Authority allow the City to process cannery wastes in their present plant until additions, as per CH_2M's report, could be constructed.

2. Will the Sanitary Authority allow a lagoon-type pretreatment plant to be constructed on the northerly side of the highway between Stations 1271 and 1295. This facility to be used only until the cannery wastes can be incorporated in the City's new facilities.

3. Obtain any suggestions from the Sanitary Authority for helping us solve our relocation problem of the pretreatment plant.

MARCH 30, 1967

A meeting was held at 10:30 A.M. at the State Sanitary Authority's office in Portland for the purpose of discussing possible methods of relocating the City of Pendleton's pretreatment plant. Those attending were: Ted Dec, Bureau of Public Roads, Harold E. Milliken, Patrick Curran and Lloyd Cox all of the State Sanitary Authority, and the undersigned, Oregon State Highway Department.

Mr. Dec reviewed the history and details of our problem in determining an equitable settlement with the City of Pendleton for the removal of their pretreatment plant.

The State Sanitary Authority was asked if they would allow a lagoon-type pretreatment plant to be constructed on a temporary basis opposite Station 1271 to 1295. They were not too enthusiastic about this proposed solution, but would not object if it was constructed and operated in conformance with sanitary and zoning codes.

It appeared that the most desirable solution would be for the State and the City to construct the necessary units to replace the pretreatment plant on the City's site. These units to be constructed in conformance with CH_2M's overall plan for the expansion of the City's facilities. This plan is estimated by Clark and Groff to cost $308,000. Betterment and extended service life credits would amount to approximately $200,000. This would obligate the City to bear approximately two thirds of the cost and the State the remaining one third.

It was agreed the State would contact the City to determine if the City is in a financial position to implement this plan. If not, then the next most desirable plan would be for the State to negotiate with the City on "cost to cure" basis. The

Sanitary Authority indicated that they would go along with the City including the cannery wastes in their present plant for a short time until new facilities could be constructed on the City's site as per the CH_2M report.

It was further agreed that the State would contact the Sanitary Authority for their formal approval of any plan to be implemented.

Phil G. Preston

Phil G. Preston
Utilities Office Engineer

PGP:sg:fw

cc A. ~~R~~W. Parson
FB Klaboe ✓

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (10-66) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

APR 1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 28, 1967

I-80N-5(22)204

In reply refer to: 08-35-EC

FROM 7277 A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Bypass Section
Pacific Northwest Bell Company, Right of Way

Our March 6, 1967 program change approval authorized you to proceed with utility right of way incidentals on the subject project.

You are authorized to proceed with utility right of way acquisition as requested by Mr. Preston's March 27, 1967 letter for the subject utility effective today. We understand the short form acquisition procedures will be used pursuant to paragraph 4c of PPM 30-4 (10-15-66).

NOTE
FB

Young &
[illegible]
3-31-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 16 1967

Form CD-12 UNITED STATES GOVERNMENT
(11-63)
(Pres. by
A.O. 206-10)

Memorandum

Klaboe

I-80N-5(22) 204
7097

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 6, 1967

In reply refer to: 08-35.2-0

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(22)204
Pendleton Section
Pacific Power & Light Company Utility Adjustment

Our program memorandum of September 2, 1966 authorized you to proceed with utility preparatory work effective that date on the subject project, and subsequently a Program Change (PR-9) added utility right of way with incidentals which was approved and authorized effective March 6, 1967.

Mr. Litchfield's March 1, 1967 letter submitted sufficient information to allow our authorization of this company's actual acquisition effective today. This authorization is subject to paragraph 4a of PPM 30-4.

We hereby approve the plans and estimate furnished with Mr. Litchfield's February 28 letter for the physical adjustment of the subject facilities, however, approval is withheld for the agreement as evidenced by your August 26, 1966 and January 5, 1967 letters and the utility's February 21, 1967 letter. Approval of this agreement and reimbursement for this adjustment will be subject to satisfactory compliance with Paragraphs 7a, 7k(4) and 71 of PPM 30-4. You are authorized to proceed with the actual adjustment for the subject utility effective today. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 (10/15/66).

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr
3-15-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1967

FOR FILING

I-80N-5(37)204

Form CD-121 (11-60) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7097 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: I. Merchant

DATE: February 28, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project PE I-80N-5(4)204
Preliminary Plans for South and East Pendleton Interchanges

This is to confirm the previous verbal approval given you for the preliminary plans submitted with your letter of February 7.

Orig to Merchant
3.1.67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FORM E-10X—90M—7-64
FEB 28 1967

FOR FILE
I-SCN-5(90)244
2077

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1967

SUBJECT: Utility Adjustments
Pendleton Section
Old Oregon Trail Highway
Umatilla County

To: Mr. L.H. Young
Office Engineer

BUILDING

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs:

Pacific Northwest Bell Telephone Co.	$ 9,000
Pacific Power & Light Co.	11,000
Cascade Natural Gas Co.	1,500
City of Pendleton Water & Sewer Adjustment	1,000,000
Total --	$1,021,500

Utility Right of Way Costs:

Cascade Natural Gas Company	$500

Please program the utility work on this section into the construction stage.

In addition to the above, there will be an adjustment to Pendleton Community T.V. Company facilities estimated to cost $600. According to Mr. Swick's letter of January 9, 1967, a copy of which is attached, this work will be handled under PPM 21-4.1.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 28 1967
OFFICE OF
ENGINEER

JMC:sg
Attachment

cc: F.B. Klaboe
R.N. Chase

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 28 1967

I-80N-5(4)204

7097

NOTED
F. B. KLABOE

February 23, 1967

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

RE: Consulting Engineer's Agreement
City of Pendleton-Wallulis & Staebler
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(4)204

ATTENTION: Mr. Rudy Babyak

Gentlemen:

This will confirm our February 14, 1967 verbal approval of the modification of the consulting engineer's agreement with the City of Pendleton as outlined in Mr. Wallulis' January 23 letter. Mr. Wallulis has indicated that the original fee of $68,320.86 will be increased by $17,005.03; however, it is noted that this increase includes work on future conduits for the City of Pendleton. These are further detailed in Items 2, 7 and 8 on page 34 of the above-mentioned modification.

Our letter of January 11, 1967 indicated that since the City was the major benefactor, all costs related to the installation of water and sewer crossings for future use would be at the City's sole cost. Thus, according to Mr. Wallulis' estimate, $4,163.61 of the $17,005.03 total engineering charges would be the City's responsibility. All construction costs related to future crossings will also be the City's responsibility.

An increase in 30 days of allowable time for completing the design phase of this agreement is hereby approved.

The consultant's request to contact independent firms to conduct subsurface investigation as provided in Section VI M of the contract is also approved.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Wallulis & Staebler
bc F. B. Klaboe
A. W. Parsons
C. H. Maison
A. F. Parson
J. W. Valentine

A

RECEIVED
FEB 23 1967

FOR FILING
I-80N-5(37)304

7097

February 23, 1967

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Re: Pendleton Section, Old Oregon
Trail Highway, Umatilla County

This is in reply to your letter dated February 8 regarding the maintenance of the future levees on either side of the relocated Umatilla River, resulting from highway construction of Interstate 80N.

Our plan calls for our access control line and fencing to be constructed between the highway and the proposed levees. It is our intention that the City be responsible for the maintenance of all levees lying outside said access control line. This applies to the levees on either side of the river through its relocation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

(for)

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson (Enc.)

DNS:jr srb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

February 8, 1967

SUBJECT: Relocated Levee
Maintenance I-80N

-4857
14 67

Mr. Forrest Cooper
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Currently the State has scheduled the Pendleton Section construction of Interstate 80 North. This construction involves the relocation of a portion of the Umatilla River and its levees.

The City of Pendleton and the U. S. Corps of Engineers have previously agreed that the City shall be responsible for routine maintenance of the existing levee from approximately the Highway 11 bridge, east of the City, to approximately west of the Easter Oregon State Hospital and Training Center. A portion of this levee and river (west of the Hospital) will be abandon after the relocation construction.

I would appreciate knowing the Oregon State Highway Department's intention as to who will maintain the relocated section of the levee.

Yours very truly,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

cc: City Engineer

Routing
Morgan
Docker
Bond
Barbee B
Walker
Glenn
Swan

Morelock
Prout
Scott
Wills
Litchfield

RECEIVED
FEB 1 1967
CONSTRUCTION
DIVISION

RECEIVED
FEB 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

THE WORLD'S ROUND-UP CITY

JLS:ja
2-10-67

PUX 626

-14-67

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct two Overcrossings over the tracks)
and right of way of the Oregon-Washington)
Railroad & Navigation Company, and Union)
Pacific Railroad Company, Lessee, known)
as the RIETH HIGHWAY OVERCROSSING project)
near Pendleton in the Northeast Quarter of)
the Northwest Quarter (NE¼NW¼) and the)
Northwest Quarter of the Northeast Quarter)
(NW¼NE¼) of Section 8, Township 2 North,)
Range 32 East, Willamette Meridian,)
Umatilla County, Oregon.)

REPLY AND MOTION TO SUBSTITUTE DRAWING

Comes now the Applicant and replies to Respondent Railroads Answer and moves to substitute a drawing, as follows:

I

Applicant admits the allegations contained in paragraphs I and II of Respondent Railroads' Answer.

II

As regards paragraph IIIof Respondent Railroads' Answer, Applicant agrees to the change set out and hereby moves to substitute Revised Drawing 22536 in place of Revised Drawing 22536 which was substituted by Motion dated December 19, 1966.

WHEREFORE, Applicant prays for an entry of an order in compliance with the Application, Answer and this Reply and Motion.

Dated at Salem, Oregon, this 14th day of February, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
2-10-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply and Motion to Substitute Drawing is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 14th day of February, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Reply and Motion to Substitute Drawing and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 20 1967

FOR FILING
I-80N-5(33)
7077

F. B. Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1967

File No. 39116 - Rohde
Pendleton Section
Old Oregon Trail Hwy.
Umatilla County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

NOTED
F. B. KLABOE

Dear Sir:

By a letter dated January 23, 1967, you advised that Federal participation would be denied in any amount in excess of $17,000 on the subject file. Your reasoning was that it was a 6k matter and any figure in excess of $17,000 would be attributed to 6k.

I have asked the Appraisal Supervisor to further document the file and I am enclosing a copy of Mr. Smith's memo. Would you please reconsider your decision and restore the file to full Federal participation in the amount of $24,125.

In the event you do not feel that the matter can be decided at your level, please forward this request through channels to your Washington office for their consideration.

Very truly yours,

G. E. ROHDE
Chief Counsel

D H Moehring
D. H. Moehring
Right of Way Engineer

DHM:JP
cc: G. E. Rohde

RECEIVED
FEB 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

FEBRUARY 15, 1967

SUBJECT: SUPERVISOR'S REVIEW
FILE 39116 - ROHDE
PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

To: MEMO TO FILE

L

THIS REVIEW IS WRITTEN BECAUSE THE BUREAU OF PUBLIC ROADS HAS STATED THAT THE DAMAGES INVOLVED ARE DUE TO WHAT IS COMMONLY CALLED A 6K SITUATION.

UPON LEARNING THAT THE BUREAU HAD WRITTEN A MEMORANDUM STATING THAT DAMAGES WERE NOT COMPENSABLE BECAUSE THEY WERE DUE TO DIVERSION OF TRAFFIC, CIRCUITY OF ROUTE AND LOSS OF ACCESS, I EXAMINED THE APPRAISALS AND A PLAT OF THE PROPERTY. AFTER CONSIDERING THE SITUATION, IT SEEMED TO ME THAT THE APPRAISERS HAD PERHAPS CONSIDERED CIRCUITY AND TRAFFIC DIVERSION, BUT THAT THEY ALSO CONSIDERED OTHER ITEMS; NAMELY, THE FACT THAT THE REMAINDER PROPERTY CONSISTED OF 4,750 SQUARE FEET ONLY AND THAT IT WAS TRIANGULAR IN SHAPE AND OF VERY LOW USE POSSIBILITY AFTER THE TAKING.

ON DECEMBER 12, 1966, I WROTE TO THE APPRAISERS ASKING THEM TO BREAK OUT THESE SEPARATE DAMAGES. I POINTED OUT TO THEM THAT IT WAS NECESSARY TO SEPARATE THE COMPENSABLE DAMAGES SUCH AS LEAVING TOO SMALL AN AREA IN A TRIANGULAR SHAPE FROM THOSE NON-COMPENSABLE DAMAGES SUCH AS LOSS OF ACCESS, DIVERSION OF TRAFFIC AND CIRCUITY.

AFTER CONSIDERING DAMAGES IN THIS LIGHT BOTH APPRAISERS WROTE ME AND STATED THAT THE DAMAGE WAS DUE TO THE LIMITED AREA AND THE TRIANGULAR SHAPE. I DID NOT WRITE A SUPERVISOR'S REVIEW AT THIS TIME BECAUSE IT WAS OUR THINKING THAT BRINGING THESE LETTERS TO THE ATTENTION OF THE BUREAU OF PUBLIC ROADS WOULD BE SUFFICIENT TO DEMONSTRATE THE REASONS FOR THE DAMAGE. SINCE THE BUREAU HAS AGAIN REJECTED THESE DAMAGE ITEMS FROM PARTICIPATION, I AM WRITING THIS REVIEW TO STATE MY OPINION AS TO THE CAUSE OF THE DAMAGES. I WISH ALSO TO POINT OUT THAT MY OPINION IS SUPPORTED BY REPLIES FROM THE APPRAISERS TO MY LETTERS OF DECEMBER 12, 1966.

6K INVOLVES IN THIS INSTANCE BASICALLY ACCESS, DIVERSION OF TRAFFIC AND CIRCUITY. WE WILL CONSIDER THEM AS THEY FALL INTO THEIR LOGICAL PLACE.

ACCESS: IF THE ACCESS ALONE WERE RESTRICTED FROM EMIGRANT STREET AND IF NO LAND WAS TAKEN, THIS PROPERTY BY PROPER PLANNING COULD BE DEVELOPED WITH LITTLE OR NO MATERIAL LOSS OF VALUE BY UTILIZING ACCESS TO 21ST STREET.

TAKING: The taking not only removes the access from Emigrant but cuts the 10,000 square foot property diagonally, leaving a remainder of 4,750 square feet and leaving access to 21st Street.

It is my contention that even if there were still access to Emigrant or the new improvement, there would still remain the question of: access to what? The access would be to the small remainder of 4,750 square feet in a triangular shape which is hopeless as far as economic development is concerned. It is true that something could be put on it such as a small office that might bring $75 a month rent or a small shop that might be no more productive rentalwise and whatever rent could be obtained by developing the property would be too little for a prudent investor. Therefore, the land has value only if it could be added to something else. It cannot qualify as a residence because of city code. Northerly of this property is a residential property on a lot of 4,950 square feet after our taking. Beyond that is a developed trailer court. It, therefore, becomes a moot question as to how this property might advantageously be added to the property next door, particularly in view of the fact that there is only one property to which it could be added. It is thus obvious that this property has lost all of its prime commercial value and could not possibly add to the value of the neighboring property as now improved.

This all occurs because of the taking and has nothing whatever to do with loss of access, circuity or diversion of traffic. The value that this property has lost because of the taking would occur whether a new highway were being built or not. The manner in which the highway is to be constructed has no bearing on the value of this remainder property.

DIVERSION OF TRAFFIC AND CIRCUITY: These two items are irrelevant to the problem at hand. These elements neither add to nor do they detract from the value of the remainder property.

CONCLUSIONS: It is my opinion that the appraisers, after having given further consideration to this particular problem, are justified in stating that the damages to the remainder are solely the result of the taking which has left a remainder of 4,750 square feet in a triangular shape which is too small and too irregular in shape to be profitably and economically developed.

CARL E. SMITH
Appraisal Supervisor

CES:cpl
cc: G. E. Rohde
D. H. Moehring

RECEIVED
FEB 17 1967

FOR FILING
I-80N-5(37)204
-7097

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 14, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-80N-5(4)204 - Pendleton Bypass Section
Utility Consultant Agreement

Pursuant to the request in Mr. Preston's February 8, 1967 letter, we hereby approve the modification of the Consulting Engineers' utility agreement under Section VI, J for the City of Pendleton. As outlined in Mr. Wallulis' January 23 letter, the increase of the original fee of $68,320.86 by $17,005.03 to a new total of $85,325.89 is effective today. It is understood that all work done for future utility facilities or other work not in accordance with PPM 30-4 or PPM 40-6 shall not be participating.

An increase in time allowable is hereby approved under the design phase of this agreement, Section IV, B. The increase of 30 days appears equitable and therefore the total time allowable under this phase is increased to 160 days.

The consultant is also granted approval to contact independent firms to conduct subsurface investigations as provided under Section VI, M.

NOTED
F. B. KLABOE

RECEIVED
[illegible]
OFFICE OF
[illegible]

2-15-67
Young
Litchfield
Morgan

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 17 1967
FOR FILING

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

I-80N-5(39)214
7097

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 10, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

The plans for construction of "Pendleton Section, Old Oregon Trail Highway, Umatilla County", have been reviewed by our staff and regional personnel.

We are pleased to note that provisions have been made for new channel improvements as requested by us in our letter of February 23, 1966.

The plans are approved and we are pleased with the degree of cooperation extended by your office.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

2-14-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fp

NOTED
F.B. KLABOE

RECEIVED
FEB 17 1967

I-80N-5(37)
7697

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

Oregon State Highway Department

NPWOP-NF

REFERRED TO
admin
BY SECRETARY

9 February 1967

City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. J. Val Toronto, City Engineer

Gentlemen:

On 29 December 1966, the State of Oregon sent us a copy of their proposed alignment of the Old Oregon Trail Highway where it crosses your flood control works. They asked us to comment on them. These comments are being forwarded so that you as owners of the works may be aware of the Corps of Engineers' recommendations prior to approval of their plans.

To enable you to operate and maintain the project, the State Highway Department should convey appropriate easements to you. This easement should also give the Corps of Engineers the right to inspect the levees and channel. You may, if you wish, relinquish rights-of-way no longer needed for the flood control project along the abandoned loop.

The outlet of the proposed channel change places the existing riprapped levee between Corps of Engineers Stations R16+00 and R22+00 in a position susceptible to acute angle attack by the entire river flow (see Sheet No. 8). Since the original rock section was not designed for this and some damage to the general area occurred during 1964-1965 floods, reinforcement of this reach, including the toe, with larger stone sizes having a minimum average weight of 200 pounds and a maximum weight of 1,000 pounds, should be provided. Riprap in this reach should be carried to the top of the levee.

NOTED
F. B. KLABOE

Use of groins as shown on the plans is not considered sufficient protection against undermining erosion. Therefore, it is recommended that the riprap toe for all work be extended down to a depth of five feet below thalweg or to bedrock, whichever is higher (see Sheet No. 2D). This method entirely precludes the use of groins for erosion protection.

Original to [illegible]
w/note take appropriate
action 2-16

Where foundations for riprap consist of fine-grained materials, a bedding layer of sandy gravel with a normal-to-slope thickness of 12 inches should be provided.

It is recommended that channel changes be reviewed for compliance with hydraulic requirements and the top of new levees, access roads, and riprap be profiled to elevation controls consistent with hydraulic requirements or at least equal to the original project requirements.

We would appreciate it if you would have the Oregon State Highway Department send us two copies of the approved plans for our records.

If we can assist you further with this problem, please let us know.

Sincerely yours,

1 Incl (fwd sep)
Preliminary plans

DUANE M. DOWNING
Chief, Operations Division

Copy furnished:
Umatilla River Water Control
District No. 1 w/o incl
c/o Umatilla County Commissioners
County Courthouse
Pendleton, Oregon 97801

Oregon State Highway Department
Salem, Oregon 97310 w/o incl

RECEIVED
FEB 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1967

FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(20)204

TO 7097 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 26, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on various sections of the project on the following dates: February 7, 1966; September 12, 1966; and November 17, 1966. Federal participation is subject to the provisions of PPM 21-4.1 dated December 30, 1960.

The project agreement will be forwarded for your approval at a later date.

Enclosure

REFERRED TO Young w/enc.
BY ASST. STATE HWY. ENGR
1-30-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1967
FOR FILING

Form 60-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(20)204
[illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 23, 1967

In reply refer to: 08-35.7

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 39116

Moehring

Please refer to Right of Way Engineer D. H. Moehring's letter of January 6, 1967 concerning additional appraisal information as to the damages assessed to the remainder property of 4750 square feet. As indicated in our previous correspondence under date of November 14, 1966, the appraisal, which was selected as representing market value by the review appraiser, had been raised from $17,000 to $24,125 on the basis that there was an additional damage to the remainder because 21st Street would be deadended at Emigrant Avenue. As indicated in that letter, this would preclude Federal participation in the additional damage allowed in the second appraisal on the basis of paragraph 6k of PPM 21-4.1(3), dated 10-17-63.

The additional information submitted by the appraisers clearly indicates that a large portion of these additional damages were assessed because of those elements outlined in paragraph 6k. Under these circumstances, Federal funds will participate on the basis of $17,000 covering the acquisition of 5250 square feet of property needed for the Interstate highway. The balance of the settlement, including the portion applicable to the excess acquisition being acquired by the State, must be coded "nonparticipating" in accordance with current billing procedures.

Orig to Moehring 1-25-67
Copy to [illegible] 1-26-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 17 1967
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-80N-5(37)204

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97303

DATE: January 16, 1967

In reply refer to: 08-35.EC/710.11

TO 7C:97 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Bypass Section
Utility and Railroad (P.E.)

In accordance with Mr. Young's January 10, 1967 request, we approve the addition of the following work as a minor program change to the subject project effective today:

> Preliminary Engineering and preparatory work by utility and railroad companies.

You are authorized to proceed with utility and railroad preparatory work effective today for the portions of this project on which construction has not been undertaken. This authorization is in accord with the understanding and intent of our January 6 memorandum (Preliminary Engineering).

REFERRED TO
Young - Litchfield
Hwy. Engr.
1-17-67

BPR sent copies
To Unger Boyd
R. H. Chase
L. H. Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 10 1967

FOR FILING

I-80N-5[illegible]

7097

January 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Preliminary Engineering
(Utility and Railroad)

Dear Sir:

We request your approval of a minor program change to include in the character of proposed work preliminary engineering and preparatory work by utility and railroad companies to the Pendleton Bypass Section (preliminary engineering) Project No. I-80N-5(1)[illegible].

This requested program change is in accordance with paragraph 6 of PPM-30-3-66 and subparagraph 5a of PPM-30-4-66, and does not involve an increase in estimated costs for the project.

This P.E. project was inadvertently omitted from our November 3, 1966 request for the same type of program change to various Interstate P.E. projects.

We request your authorization of this requested program change be based on the understanding and intent as set forth in memorandum of January 6, 1967, same subject, that railroad preparatory work on the preliminary engineering project prior to your authorization of the requested program change be considered authorized by the normal preliminary engineering authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ak

cc: R. H. Chase
T. W. Litchfield
Jess Jones

Porter

FORM 2-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 10 1967
FOR FILING

I-MN-5(59)264

72-17

January 6, 1967

File No. 39116
Pendleton Section
Old Oregon Trail Hwy.
Umatilla County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

By a letter dated October 12, 1966, Mr. Oakes requested that the coding of the subject file for Federal participation be on the basis of the alternate procedure outlined in IM 21-1-65.

Our reason for the request was based upon the elusive element of damages. We were of the opinion that since an entire taking of the property had been made that a sale of the remainder within the prescribed two-year period would determine the damage as reflected in the market.

In your letter of November 14, 1966, you objected to the handling of the coding of participation on this particular file on the basis of the alternate procedure of the Instructional Memorandum. Your objection was on the basis that the damages might be noncompensable as described in Paragraph 6k of PPM 21-4.1 [3].

NOTED
R. L. PORTER

We have asked our two fee appraisers to explain the damages which they have listed in their appraisals and we have now received a report from each appraiser. The reports are on the file and we are satisfied that the damages which they have listed are fully compensable and are not of a 6k nature.

Please disregard our request of October 12 to code the file on the alternate procedure of IM 21-1-65. The file will be coded under our regular procedure.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. M. Moehring
Right of Way Engineer

DHM:JP
cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 - 1967
FOR FILING

I-1011-5(97) 004

7097

January 4, 1967

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
  of Senator Wayne Morse
706 United States Courthouse
Portland, Oregon 97205

.021

Dear Mr. Brooks:

This is in response to your December 30 letter concerning the complaint of James E. Personette of Pendleton that he is not being offered a fair price for his property that is needed for highway right-of-way. A similar letter was directed to Governor Hatfield several months ago.

The Highway Commission makes every effort to see that property owners are compensated on a fair market value approach. Because such things are pretty much matters of opinion, they are often the source of considerable argument and, in some cases, bitterness and misunderstanding.

Mr. Personette's property was appraised by two individuals, both professionals, who were retained by the Highway Commission on a fee basis; in other words, they are not State employees. One of the appraisers was from Portland and he valued the property at $18,750; the other was from Pendleton and his value was $17,400. As is usual in cases of this kind, the State offers the higher value unless there is something to indicate that it is in error. It is our understanding that Mr. Personette wants $30,000, which is a figure we cannot support by any known appraisal approach. The record on this matter indicates that the Right of Way Agent had little success in his attempted negotiations and that, as the matter stands now, it is scheduled for condemnation. It is not unlikely that Mr. Personette may be able to obtain a favorable verdict, but this is a matter that he should decide for himself.

If there is anything further that we can furnish, please let us know. As you requested, we are returning Mr. Personette's letter to Senator Morse.

cc: R. L. Porter
    Victor D. Wolfe
    G. E. Rohde
    D. H. Moehring
    A. F. Parson
    F. B. Klaboe
Enc.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms bg

Pendleton, Oregon 97801
414 S.E. 7th St.
Dec. 29th 1966.

Honorable Wayne Morse.
706 U.S. Courthouse
Portland, Oregon 97205.

Dear Senator Wayne;

With much reluctance, I'm writing you this letter for help. I know you are a very busy man, and at this time of the year also. But;

The interstate lateral to Pendleton from U.S. 80 N. is taking my property at above address. It consists of my home, with two rental apartments on second floor, and a three room apartment in basement. I put my savings and labor into this place to help make a living in the later years when I could not get a job. Im past Seventy years old and unable to work. So the monthly rental of the apartments of $180.00 monthly and my social Security of $86.90, has kept us off the surplus food line.

They are only offering $18,750.00 for my place and only taking one half my lot, leaving the balance worthless to an individual, as the city will only allow a building to one lot.

Page II.

If I could place the price they offer $18,750.00 at 8% interest, it wouldn't pay rent on a place comparable to our first floor quarters.

A Mr. Snell Dist. Supt. at La Grande, Oregon called yesterday and said, they would file complaint to the court, and I'd have to fight them as they have offered, (only one offer) $18,750.

So I'm asking you for help, to get something near right without going to court. Why do or should I take, only one man's, ability to set a price on another's property, and condemn it if it isn't acceptable. What kind of a state is Oregon, and laws of our U.S.?

I know several old houses built in the 1880's they paid ten thousand and more for them and only offer me above price. It's not fair, and these old houses were just one family units and no income property at all. Mine is my business and livelyhood.

I have travelled from West to East, and part way back, and have never been accused like this before. Is there no help for a widows son?

Hoping you can help me in a situation like this for me.

Yours Very Sincerely,
James E. Presnette

JLS:ja
12-16-66

PUX 626

12-19-66

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, known as the RIETH HIGHWAY OVERCROSSING project near Pendleton in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) and the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	MOTION TO SUBSTITUTE DRAWING No. SXF-382

Comes now the Applicant and moves to substitute revised Drawing No. 22536, dated December 7, 1966, attached hereto and by this reference made a part hereof, in place of the original Drawing No. 22536 submitted with the Application.

Dated at Salem, Oregon, this 19th day of December, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawing is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 19th day of December, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawing and the whole thereof.

____
JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
DEC 16 1966

SP*23500-734

I-SON-5(29)

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 15, 1966

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: Amendment of PUC Application
Rieth Hwy. and UPRR O'xing
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 9520 and 9520A

Attention: Mr. Jack Sollis

At the Railroad's request, several revisions and additions have been made on Dwg. No. 22536 which is being used as one of the exhibits in our application for a PUC order. Attached, are 12 prints of Dwg. No. 22536 which has been revised as follows:

1. The clearance diagram has been altered to indicate sufficient clearance for the off-track maintenance road on the right and the retention of the road leading to the railroad stockyards on the left of the tracks.
2. At the intersection of the main track and the east and westbound traffic lane, the engineer stations, both Highway and Railroad, have been added along with the angles of intersection.
3. The method and extent of the slope protection has been delineated.

These revisions have not changed the location of the bents or length of spans of the structures. All clearances remain the same as before and exceed those required by the Public Utilities Commission.

Will you please make an application to amend our previous application in order that the attached sheets may be substituted.

OFFICE
STATE HIGHWAY

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 19 1966
FOR FILING

I-80N-5(29)

7097

December 15, 1966

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. W. G. Johnson
Superintendent

Subject: Rieth Hwy. and UPRR O'xing
Pendleton Section
Old Oregon Trail
Umatilla County
Brs. Nos. 9520 and 9520A

Your File: D323-1-68
D323-1-81

Gentlemen:

Referring to your letter of November 15, 1966, pertaining to the approval of the subject overcrossing:

We are attaching four prints of our Dwg. No. 22536 which is the plan and elevation of the subject structure and is being used as one of the PUC exhibits. On this drawing, revisions and additions have been made as requested in your letter except for the slope paving under the structures.

You will note that the clearance diagram has been altered and indicates 18'0" minimum clearance on the righthand or southerly side of the tracks for the off-ramp equipment roadway. Room has been provided on the northerly side of the tracks for the retention of the road serving the stockyard area.

As requested, a 3' rock riprap blanket is to be placed around the end of the fill slope and in order to prevent the fine material from the fill to work out and also, to provide good drainage, a 1' selected gravel blanket is being placed underneath the rock riprap, making a total of 4' of slope protection. The same slope protection has been extended under the structures in lieu of concrete slope paving. It is the State's responsibility to maintain the embankment slopes and it is our belief that the application of this type of slope protection will provide free draining, stable slope protection against any frost,

NOTED
TOM EDWARDS

freezing or water entrapment which could cause the breaking up of slope pavement.

You will also note that at your request, the Highway and Railroad Engineers' Station and angles of intersection of the east and westbound traffic lanes have been added.

As soon as the final plans for these structures are completed, we will send you copies of them for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TGH:mb
Att.
cc: Tom Edwards
F. B. Klaboe
T. W. Litchfield
Jack Sollis

RECEIVED
DEC 1 1966
OFFICE OF
[illegible]

RECEIVED
DEC 12 1966

FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(29) 204
7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: I. D. Merchant

DATE: December 8, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Section
County Road U'xing Bridge 9524
W. Pendleton Interchange Bridge 9636
Preliminary Plans

The preliminary plans submitted with Mr. Wallace's letter of December 1, 1966 have been reviewed in this office and are approved.

We note that the estimated cost of these structures ($17.25 per square foot net) is high. We hope the actual cost of these may prove to be less than the estimated cost. The construction of these will give a basis for comparing this type with the recently contracted "slant-legged" rigid frame structures in the same area.

Orig to Merchant
12-9-66

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 7 1966

Form [illegible]-12
(11-63)
(Pres. by
A.O. 206-12)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5([illegible])204

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7097

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Section
Preliminary Plans for Overcrossing of Rieth Highway and UPRR

Preliminary plans submitted with Mr. Merchant's letter of November 15, 1966 are approved.

Copy
Merchant - Young
12-6-66

NOTED
Approved TOM EDWARDS
Asst. State Hwy. Engr.

RECEIVED
DEC [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1966
FOR FILING

I-80N-5(27)2&4

7077

Agenda
4 f

December 2, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3007

Umatilla County Court
Courthouse
Pendleton, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a Supplemental Throughway Agreement covering the West Pendleton Interchange of the Pendleton Section of the Old Oregon Trail in Umatilla County.

A conformed copy of this agreement has been sent to the City of Pendleton.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: City of Pendleton
(Conformed Copy)
H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

JLS:ja
11-23-66

PUX 626

11-23-66

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct two Overcrossings over the tracks)
and right of way of the Oregon-Washington)
Railroad & Navigation Company and Union)
Pacific Railroad Company, Lessee, known)
as the **RIETH HIGHWAY OVERCROSSINGS** project)
near Pendleton in the Northeast Quarter of)
the Northwest Quarter (NE¼NW¼) and the)
Northwest Quarter of the Northeast Quarter)
(NW¼NE¼) of Section 8, Township 2 North,)
Range 32 East, Willamette Meridian,)
Umatilla County, Oregon.)

APPLICATION

No.________________

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service, safety and convenience of the public, Applicant is relocating a portion of the Old Oregon Trail Highway, State Primary Highway No. 6, also designated as Interstate System Highway 80N. Said relocation necessitates the construction of two Overcrossing structures over the right of way and tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Plan and Elevation Drawing No. 22536, dated October 25, 1966, and Oregon State Highway Department Vicinity Map No. 21173, dated 1964, attached hereto and by this reference made a part hereof. This being a new highway route, the proposed structures will not replace any existing grade crossing so that it is considered that no benefit therefrom will accrue to the railroad; in view of the foregoing no participation in the construction cost of the proposed structures is sought from the railroad.

IV

That due to the topography and the proximity of the Umatilla River, Overcrossing structures are the only feasible way of crossing said railroad right of way and tracks.

V

That upon completion the combined annual average traffic will be 3300 with an estimated increase to 6900 vehicles per day in 20 years. That there are 6 passenger and 11 freight through movements, and 12 switching movements per day.

VI

That the two structures are parallel to a common centerline and the centerline of the two structures is located 50 feet on each side of the common centerline. The common centerline intersects the Northerly siding at Highway Engineer's Centerline Station 1265+02.21 POT equals Railroad Station 2148+14 POC with an intersecting angle of 46°04'45" in the Southeast Quadrant. The common centerline intersects the Southerly siding at Highway Engineer's Centerline Station 1265+33.37 POT equals Railroad Station 2148+34 POC, with an intersecting angle of 42°14'00" in the Southeast Quadrant. The common centerline intersects the main line at Highway Engineer's Centerline Station 1265+57.56 POT equals Railroad Station 2148+52 POC, with an intersecting angle of 42°00'45" in the Southeast Quadrant. The structures will be 439 feet in length consisting of 4 structural steel spans varying in length from 77 feet to 130 feet. The roadway widths will be 40 feet for the westbound structure and 48 feet for the eastbound structure. The structures are on a descending grade in an easterly direction of 3.25%.

JLS:ja
11-23-66

VII

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of October 15, 1966.

(c) After completion of the construction of said project, maintain the overcrossing structures with their fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

JLS:ja
11-23-66

2. Remove its existing signal lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

VIII

That at all times during construction and after completion of the proposed structures, the vertical and horizontal clearances will exceed the minimum standards established by the Public Utility Commissioner.

IX

That the project is located in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) and the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 8, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.

Dated at Salem, Oregon, this 23rd day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
11-23-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 23rd day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
NOV 22 1966
FOR FILING

FORM 2-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-5(27)304

7697

Salem, Oregon
November 17, 1966

To: G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: PUC Application
Rieth Hwy. & UPRR O'xings
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 9520 & 9520A

Attention: Jack Sollis

In the process of improving the Pendleton Section of the Old Oregon Trail Highway, bringing it up to Interstate standards, it is going to require 2 grade separation structures: One to carry the eastbound traffic and the other to carry the westbound traffic. The construction of these structures necessitates the preparation of an application for a PUC order.

Twelve prints each of Dwgs. Nos. 22536 and 21173, the plan and elevation drawings and the vicinity map and profile drawing respectively, are attached to be used as exhibits.

The 2 structures are parallel to a common center line and the center line of the 2 travel lanes are located 50' on each side of the center line. Parts of these proposed structures are located in the NE¼ of the NW¼ and the NW¼ of the NE¼ of Section 8, Twp. 2 N., Range 32 E., W.M., Umatilla County, Oregon. The common center line intersects the northerly siding at Hwy. Sta. 1265+02.21 POT = RR Sta. 2148+14 POC with an intersecting angle of 46° 04' 45". The southerly siding at Hwy. Sta. 1265+33.37 POT = RR Sta. 2148+34 POC with an intersecting angle of 42° 14' 00", the main line at Hwy. Sta. 1265+57.56 POT = RR Sta. 2148+52 POC with an intersecting angle of 42° 00' 45", all intersecting angles being in the southeast quadrant. These structures will be 439' 0" in length, consisting of 4 structural steel spans varying in length from 77'0" to 130'0".

The roadway widths will be 40' and 48' for the westbound lanes and eastbound lanes, respectively. These structures are on a descending grade in the easterly direction of 3.25%. The main horizontal and vertical clearances will be as indicated on Dwg. No. 22536 and will be greater than the minimum PUC requirements.

NOTED
TOM EDWARDS

The average daily traffic on the Old Oregon Trail Highway at the location of the overcrossings is approximately 3300 with an anticipated increase to 6900 vehicles per day in 20 years.

These overcrossings are to be constructed with Federal and State funds and since the railroad will not benefit from the construction of these structures, no participation in the cost is requested from them. Any necessary expense incurred by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State should do the following things: Prepare plans, estimates, award a contract and supervise construction. Upon completion of the project, the State will maintain the structures and all highway appurtenances. In this construction project, the railroad should furnish preliminary engineering watchman and flagman services to protect its operations during the construction period, remove and protect its signal and communication lines during the same period and replace them in final location upon completion of construction and maintain the trackage at its own cost and expense.

Will you please prepare an application to the Public Utilities Commissioner for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

RECEIVED
NOV 1 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 18 1966
FOR FILING

I-80N-5(39)004

7697

November 17, 1966

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. W. G. Johnson
Superintendent

Subject: Rieth Highway and UPRR O'xings
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 9520 and 9520A

Your File: D323-1-68

Gentlemen:

On February 17, 1966, copies of the vicinity map were sent to you covering the proposed construction of the subject overcrossings..

We are now sending you 4 prints each of our Dwgs. Nos. 22536 and 21173, the plan and elevation drawing and vicinity map and profile map respectively, for the proposed structures.

We are at this time, preparing our application for a Public Utilities Commission order for this construction contract. The project will be financed with State and Federal funds without participation from the railroad. The railroad will be reimbursed for its necessary expenditures incurred in this work as permitted by PPM 30-3 with amendments and additions thereto.

The State will prepare plans, specifications, award a contract, supervise construction, maintain the overcrossing structures and highway appurtenances.

It is our understanding that right of way negotiations providing for the construction easement are now in progress.

The railroad in this construction project should furnish preliminary engineering watchman and flagman services to protect its operations, move and maintain their signal and communication lines

NOTED
TOM EDWARDS

during the construction period and after the construction is complete, place them in permanent position. The railroad should maintain its trackage at its own cost and expense.

Will you please return one print each of the enclosed drawings with your approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:smb
Encls.
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

RECEIVED
NOV 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 90M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 17 1966

FOR FILING

I-80N-5(29)204
7097

November 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Overcrossing of Rieth Highway
and UPRR
Pendleton Section
Old Oregon Trail Highway
Umatilla County
Br. No. 9520 and 9520A

Dear Sir:

Enclosed herewith, are 5 prints each of the preliminary plan and elevation Dwg. No. 22536, foundation data sheet Dwg. No. 22523 and vicinity map Dwg. No. 21173 for the subject structures.

The lengths of structures, column locations and span lengths were determined by the UPRR and Rieth Highway alignment and end embankment and cut slopes. A continuous steel superstructure was chosen in order to eliminate the necessity for falsework over the UPRR tracks. We have also provided as shallow a structure as possible, thereby keeping both the embankment height on the east end and the cut depth for Rieth Highway to a minimum.

The skewed length along the bent centerlines requires multiple column bents. The type selected has proven to be economical and to have a pleasing appearance on other similar type structures. Use of spread footings is indicated by the foundation data except for the east end bents which will be on steel piling driven through the fill.

The total estimated cost for the two structures is $810,000 which includes 20% for engineering and contingencies.

The prints are being sent to you as a preliminary submission for your approval. Please give them your earliest consideration.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

LLW:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

NOTED
TOM EDWARDS

RECEIVED
NOV 17 1966

(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5([illegible]

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7C 9/7 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 14, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section - Parcel 39116, Rohde

Please refer to Assistant Right of Way Engineer John R. Oakes' letter of October 12, 1966, requesting that Federal participation on the above-mentioned parcel be on the alternate basis provided in Instructional Memorandum 21-1-65.

The intention of this Instructional Memorandum was to give the States a choice of procedures under which to operate. It was intended that the State would adopt one or the other. It was felt that the pluses and the minuses would average out over a large number of tracts, but this would not be the case if the State is allowed to use the alternate procedure on a selective basis. As you are aware, the State should operate on a Statewide basis under one or the other of the procedures, but should not attempt to mix the two on a per tract or per project basis except in unusual cases where our approval has been secured.

Before we make a final decision on your request, we would like some additional information concerning the eligibility of the damages for Federal participation. Upon receiving your letter we made a preliminary review of the appraisal and found that the appraisal selected as representing market value by the review appraiser had been raised from $17,000 to $24,125 on the basis that there was an additional damage to the remainder because 21st Street would be dead ended at Emigrant Avenue. This would appear to preclude Federal participation in the additional damage allowed in the second appraisal on the basis of Paragraph 6k of PPM 21-4.1(3) dated October 17, 1963. A copy of this memorandum is enclosed.

Therefore, before Federal funds could participate in the additional damages, or we could approve the use of the alternate procedure, your additional comments are requested.

Enclosure

orig to Moehring 11-15-66
copy to Young 11-6-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

POLICY AND PROCEDURE MEMORANDUM

October 17, 1963

21-4.1(3)

RIGHT-OF-WAY PROCEDURES (State Acquisitions Under Federal-aid Procedures)

Paragraph 6k of PPM 21-4.1 dated December 30, 1960, as amended, is revised to read:

k. Payments made for personal property, loss of business or good will, circuity of travel and diversion of traffic, or any items of damage not generally compensable in eminent domain, are not considered eligible for Federal participation; nor will Federal funds participate in payments made for loss or impairment of access so long as the landowner retains or is furnished reasonable access to an existing public highway, to a frontage road, or to any other part of the public highway system. Reasonable access shall be determined in all cases without regard to circuity of travel or diversion of traffic within the public highway system.

F C Turner

F. C. Turner
Assistant Federal Highway Administrator
and Chief Engineer

NOV 10 1966

I-80N-5(22)176

7097

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klein

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 3, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(22)176
Pendleton Section
Eastern Oregon Telephone Company Adjustment

Our September 2 memorandum authorized you to proceed with the subject utilities adjustment subject to several conditions including a determination of costs by a consultant.

Under the provisions that this utility is not adequately staffed to determine the eligible costs, the unusual character of the work requiring specialized knowledge and experience, and the work being relatively inexpensive, we concurred with your request that Mr. Robert Welty be employed and that he was qualified to perform this work. We verbally authorized you to proceed with the work effective September 13, 1966, subject to your submittal of the required documentation.

The agreement as established by Mr. Preston's August 31 and Mr. Welty's September 12 and 21 letters is approved.

REFERRED TO Young - Litchfield
Asst. State Hwy. Engr

Orig. to Young
copy to Litchfield
11-9-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter

MEMO TO THE FILES:
October 28, 1966

Re: Disposition of portions of the Pendleton-John Day Highway in Pendleton per Mr. Klaboe's request

The above referenced matter has been investigated by this office in compliance with Mr. Klaboe's request that we attempt to work out an agreement with the City of Pendleton to take over a portion of the Pendleton-John Day Highway, on Emigrant and Frazier Avenues as shown in yellow on the attached map.

This portion of highway involved was established by legislative action in 1917 as a part of the Oregon-Washington Highway No. 8 and subsequently adopted by Highway Commission action on June 5, 1935. It has since been redesignated as a part of the Pendleton-John Day Highway. This highway was routed over a city street and as such did not occupy State-owned right of way.

In 1961 a portion of Frazier Avenue between S.W. 4th Street and S.E. 9th Street was designated as a part of a one-way couplet, again occupying a City-owned street. There was, however, purchased by deed some additional right of way for realignment and corner cut-backs.

Therefore it appears that we cannot just "walk away" from this section of highway without negotiating an agreement for its disposal.

It is planned to contact the City in the near future to determine their reaction to the proposed routing furnished to them by map and letter on October 21, and if agreeable to the City, that portion of the Pendleton-John Day Highway as colored in yellow will be returned to them under ORS 373.015 which states that: ----

NOTED
F. B. KLABOE

> "Before the State Highway Commission acquires within any incorporated city any new rights of way, or relocates or abandons any existing state highway within any incorporated city, the secretary of the Commission shall by letter notify the mayor of such city of the action contemplated by the commission, and if any remonstrances or objections thereto are made by the mayor or the council of such city within 10 days after receipt of such letter, the commission, or its designated representative, shall hold a public hearing at the city hall in such city, after having first given written notice thereof to the mayor at least 10 days prior thereto, and, at such public hearing persons who favor or oppose the comtemplated action shall be given an opportunity to be heard. (1955 c.447 § 1)"

and that property acquired by deed would be turned over to the city by Deed of Relinquishment under ORS 271.330 as follows:

> "271.330 Relinquishing title of property not needed for public use to other governmental bodies. (1) The State or any political subdivision within the state hereby is granted express power to relinquish the title of any of its property not needed for public use to the United States Government or any other governmental body or political subdivision within the state, providing such property shall be used and continue to be used, for public purposes by the United State Government, or such other governmental body or political subdivision in the State of Oregon. Such transfers for public purposes may include transfers without consideration of property held by counties as a result of tax foreclosures."

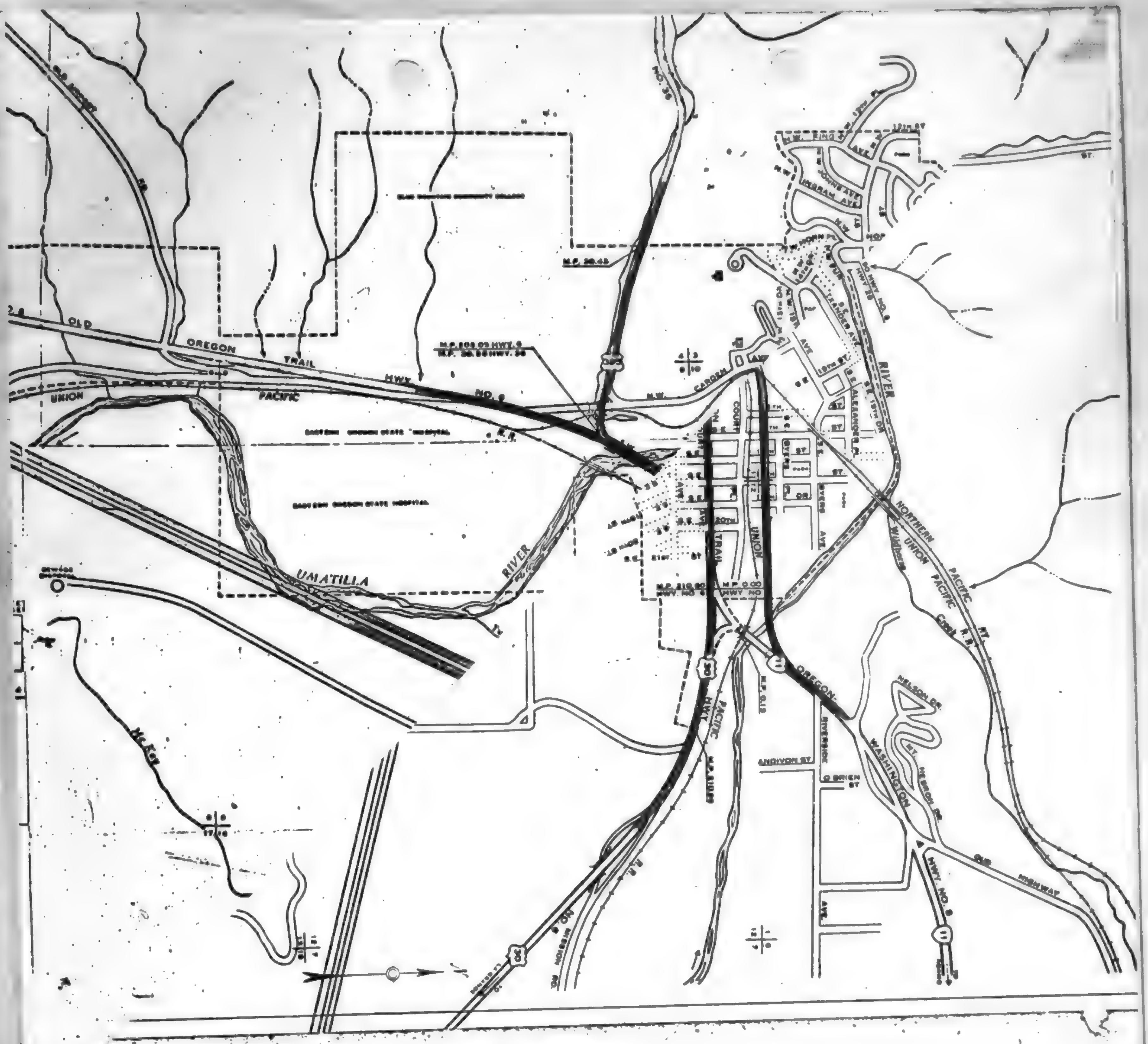
If the City is not agreeable to the foregoing, possibly they have alternative proposals which would be discussed with them.

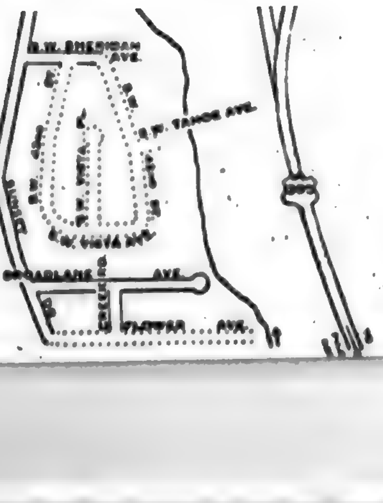
P. B. Arensmeier
Mapping and Records Engineer

PBA:nr

cc: F. B. Klaboe
    H. S. Coulter

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

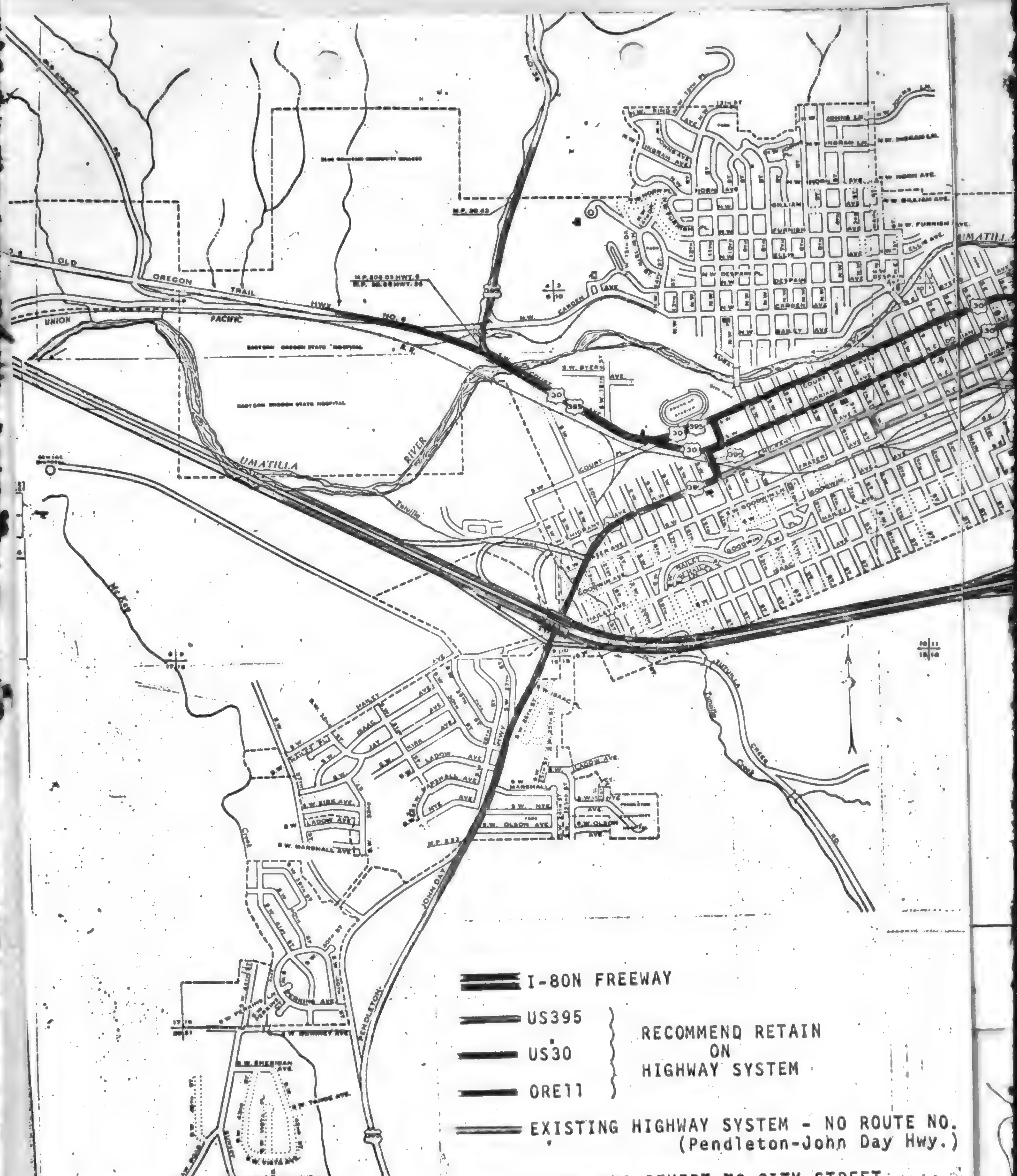


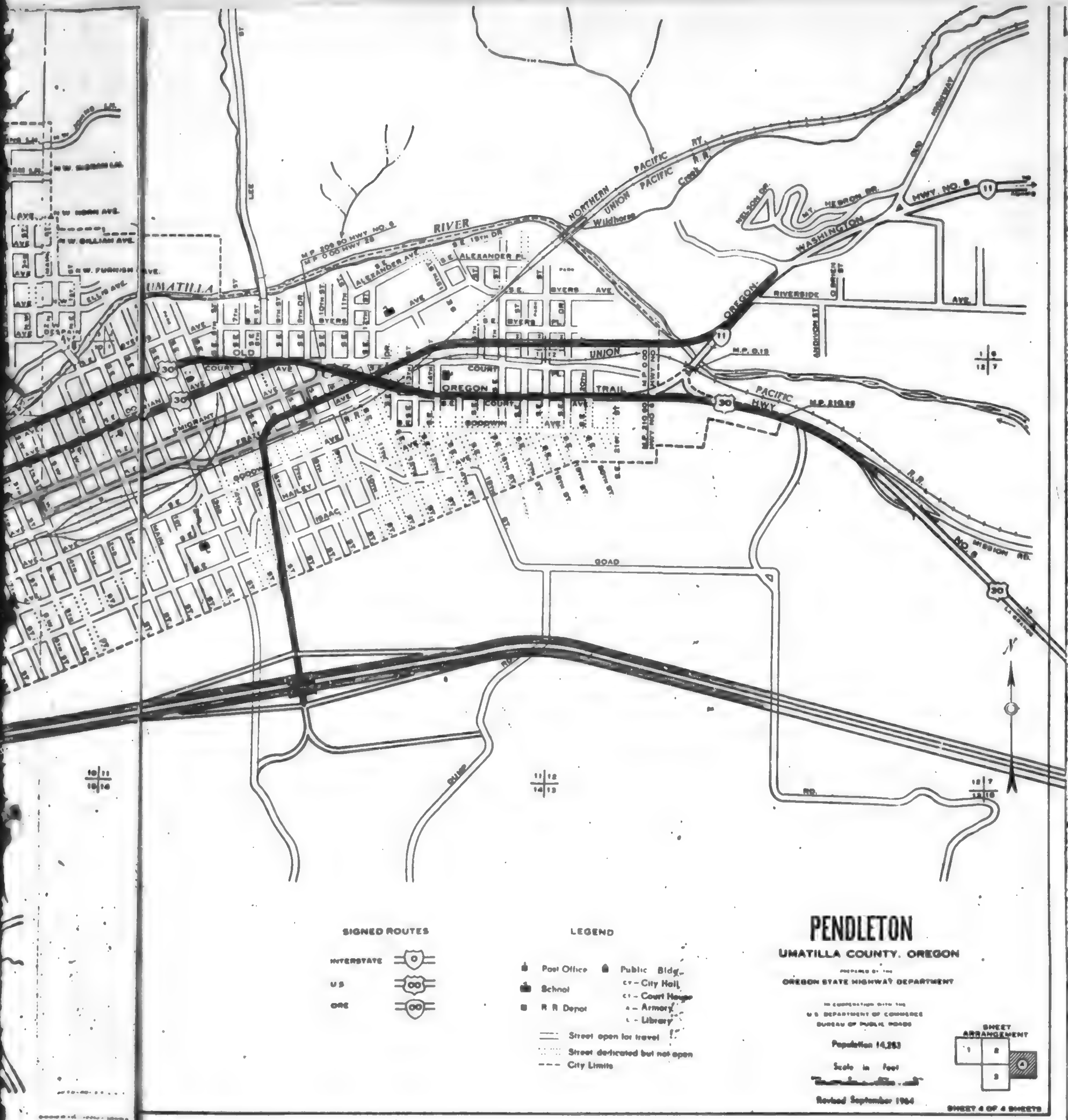


US30 } ON HIGHWAY SYSTEM
ORE11

EXISTING HIGHWAY SYSTEM - NO RO
(Pendleton-John Da

RECOMMEND REVERT TO CITY STREET


OLD OREGON TRAIL HWY. NO. 6
UNION PACIFIC R.R.
EASTERN OREGON STATE HOSPITAL
UMATILLA RIVER
Tutuilla
McKay Creek
TUTUILLA CREEK
PENDLETON-JOHN DAY HWY
395
30
ROUND-UP STADIUM
COURT AVE.
DORIAN
EMIGRANT
FRAZER
GOODWIN
HAILEY AVE.
ISAAC
LADOW AVE.
MARSHALL AVE.
NYE
OLSON AVE.
PERKINS AVE.
QUINNEY AVE.
BYERS AVE.
CARDEN AVE.
DESPAIN
ELLIS AVE.
FURNISH
GILLIAM AVE.
HORN AVE.
INGRAM AVE.
JOHNS LN.
UMATILLA
I-80N FREEWAY
US395
US30
ORE11
RECOMMEND RETAIN ON HIGHWAY SYSTEM
EXISTING HIGHWAY SYSTEM - NO ROUTE NO. (Pendleton-John Day Hwy.)
RECOMMEND REVERT TO CITY STREET



PENDLETON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 14,253

Scale in Feet

Revised September 1964

SHEET 4 OF 4 SHEETS

ROUTE NO.
Day Hwy.)

ET

RECEIVED
OCT 24 1966
FOR FILING

October 21, 1966

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
City Hall
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Your letter of September 26 to Mr. A. F. Parson, our Division Engineer at La Grande, regarding the status of Court, Dorian, Emigrant, and Fraser Streets upon completion of I-80N at Pendleton has been referred to this office.

The proposed highway routing in Pendleton, as recommended by our Traffic Division, would carry US30 (Old Oregon Trail) on Court and Dorian as presently routed, as shown colored in green on the attached map.

ORE11 (Oregon-Washington Highway) would be extended westerly and southerly to a connection with the proposed I-80N Freeway as shown colored in blue. US395 (Pendleton-John Day Highway) is to remain as presently routed as shown in red.

It is proposed that the portion of the Pendleton-John Day Highway (no route number) on Emigrant and Fraser Streets, as shown in yellow, shall revert to the City as city streets.

It is the opinion of our Traffic Division that with the construction of the I-80N Freeway and the extension of the Oregon-Washington Highway to the freeway, the portion of the John Day-Pendleton Highway, shown colored in yellow, will no longer be needed as a part of the state highway system.

Very truly yours,

Forrest Cooper
State Highway Engineer

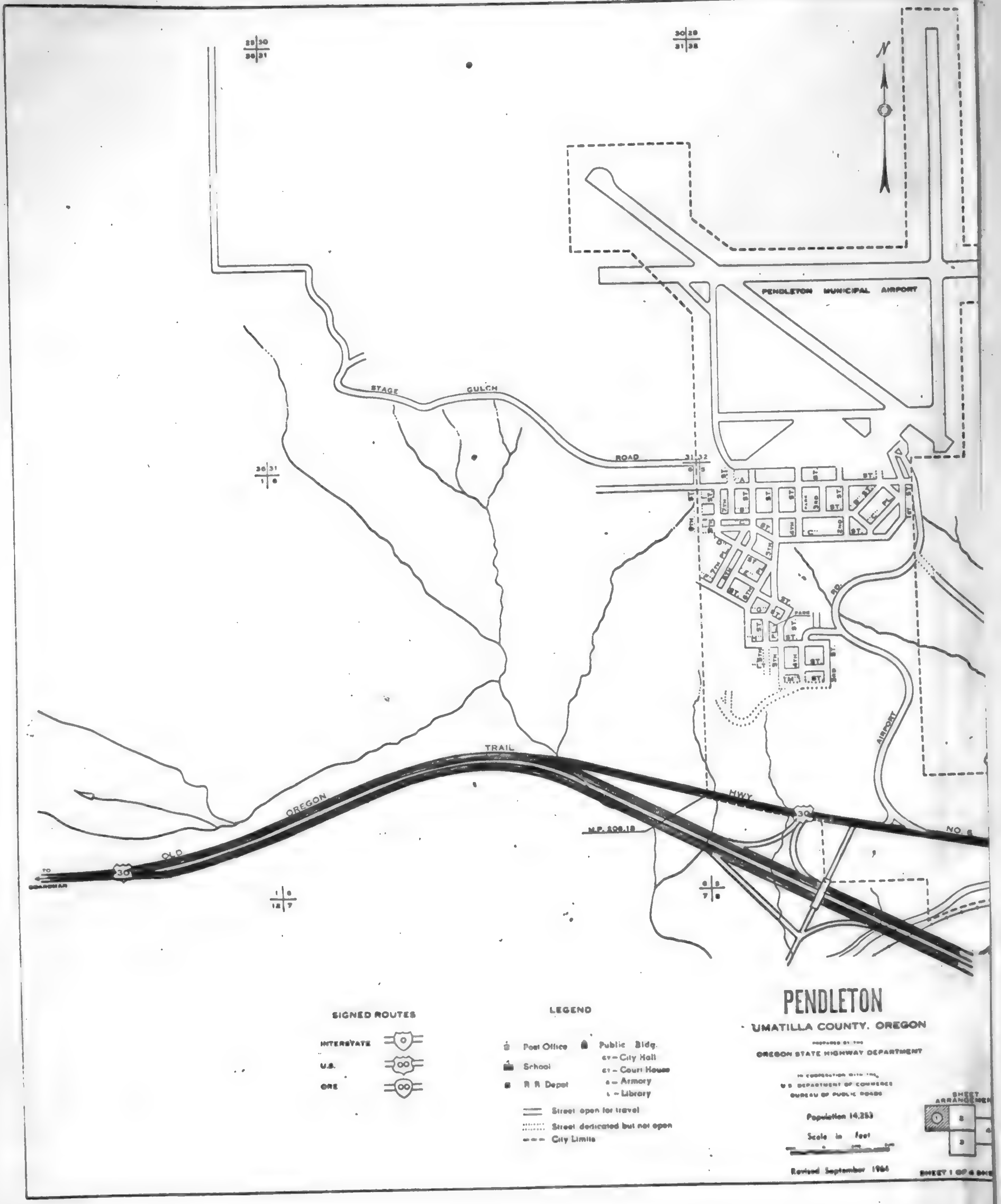
By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
F. D. Morgan
F. B. Crandall
A. F. Parson

PBA:mm srb

Attachment



PENDLETON

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

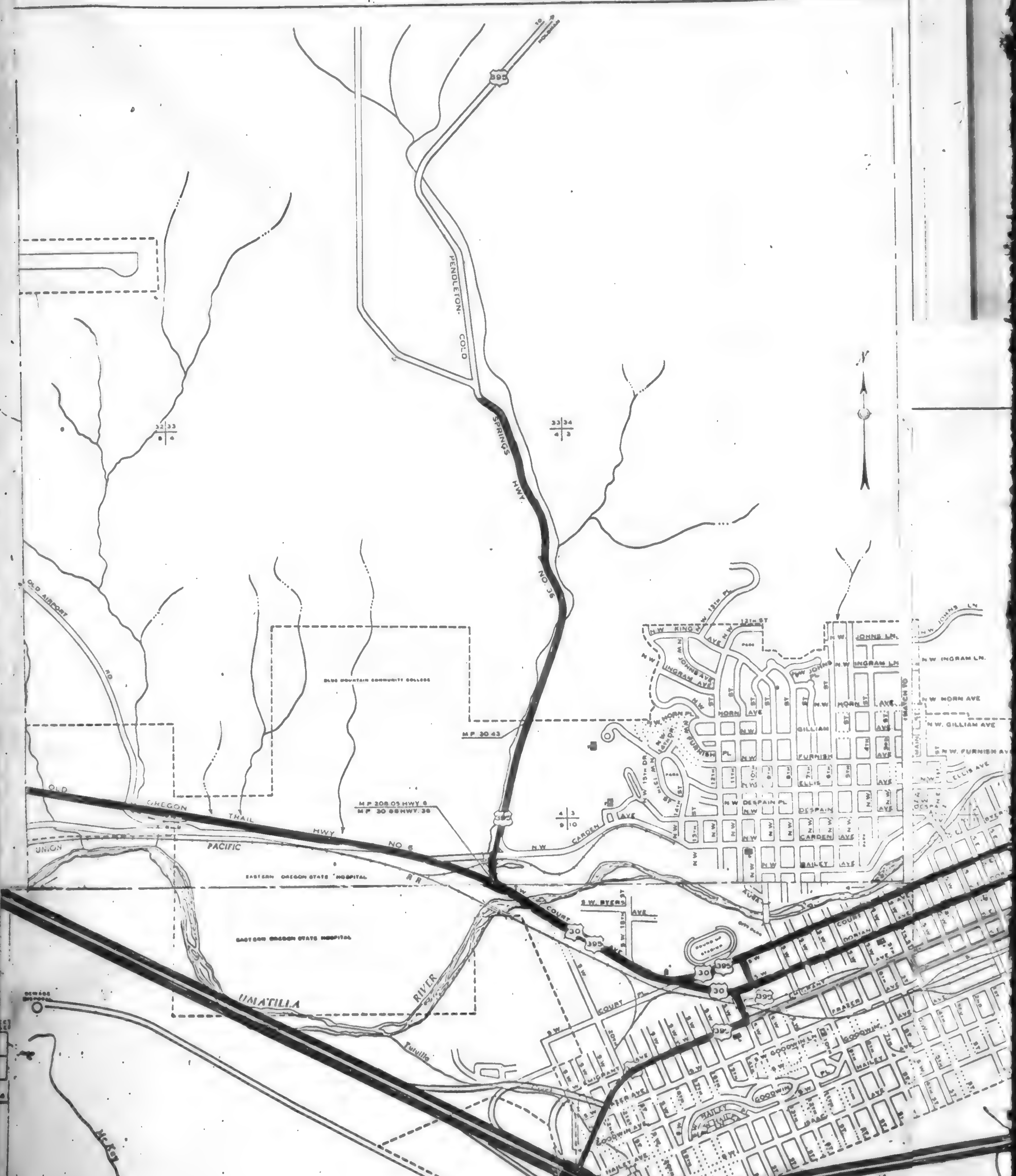
U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

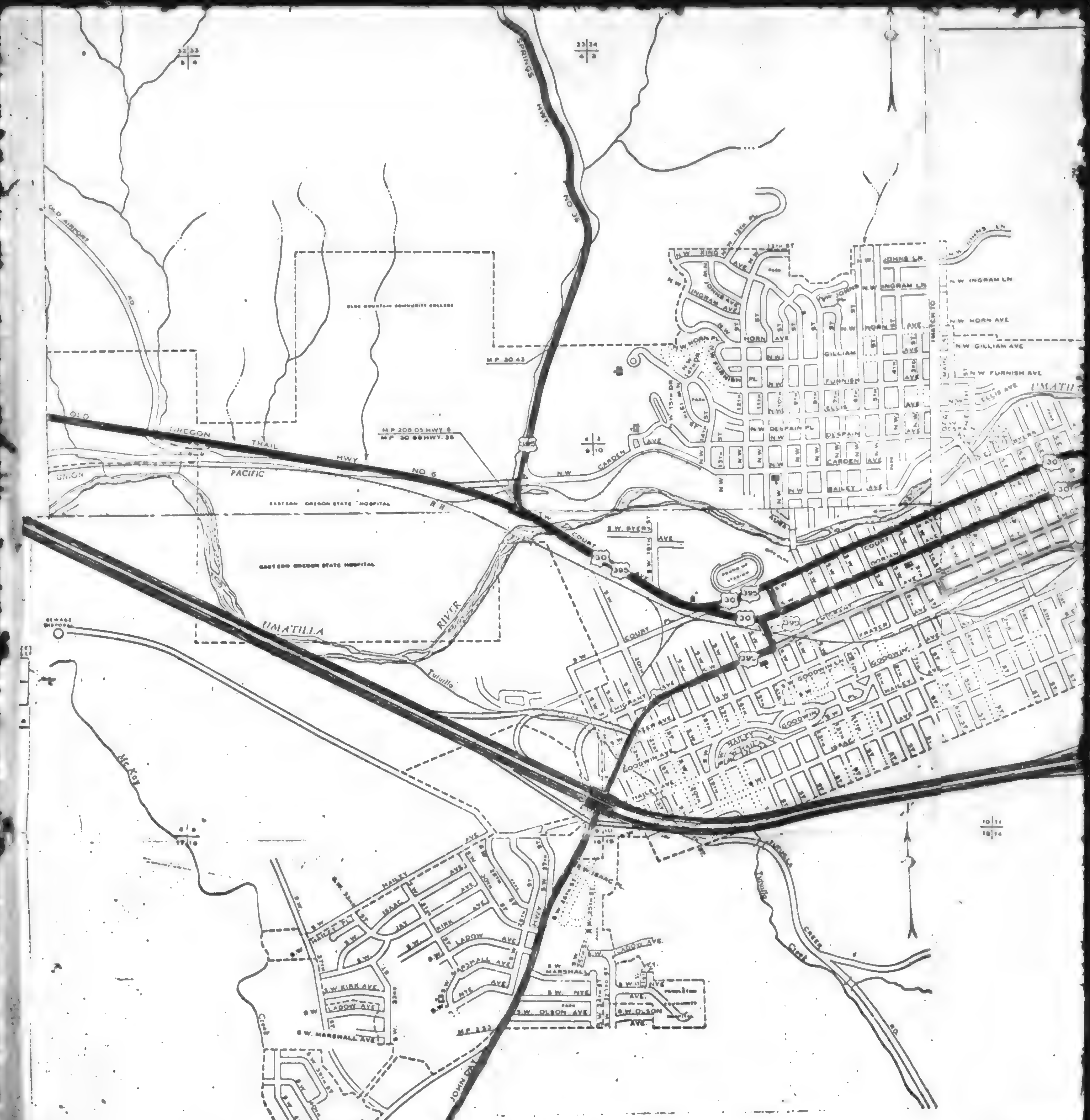
Population 14,253

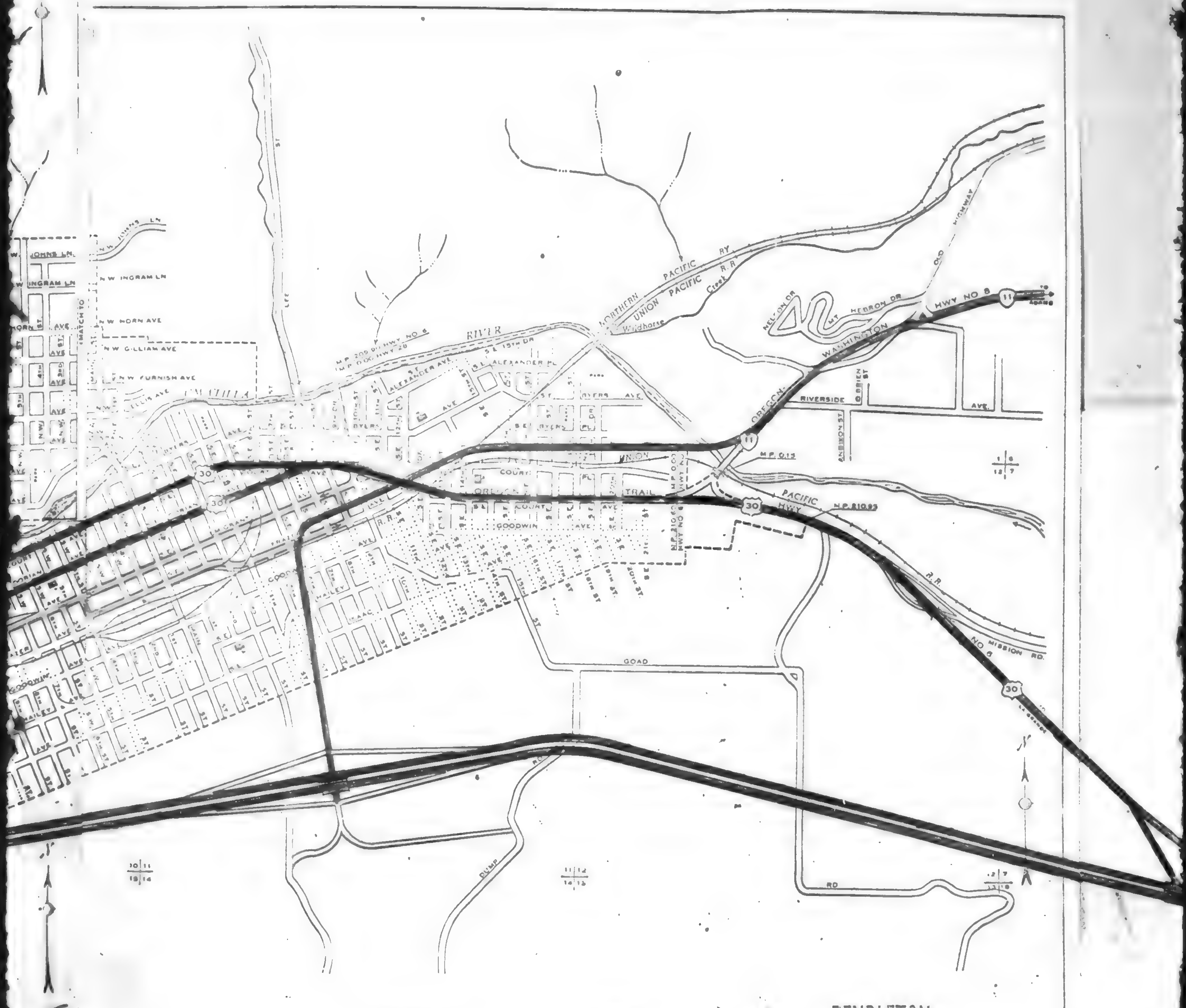
Revised September 1964

SHEET 1 OF 4 SHE



395
PENDLETON-COLD SPRINGS HWY. NO. 36
32 33
5 4
33 34
4 3
OLD AIRPORT RD
BLUE MOUNTAIN COMMUNITY COLLEGE
M P 30.43
M P 208.05 HWY. 6
M P 30.68 HWY. 36
OLD OREGON TRAIL HWY NO 6
UNION PACIFIC RR
EASTERN OREGON STATE HOSPITAL
UMATILLA RIVER
Tutuilla
McKay
4 3
9 10
N.W. GARDEN AVE
N.W. KING AVE
N.W. 13TH PL
12TH ST
N.W. INGRAM AVE
N.W. JOHNS AVE
N.W. JOHNS LN.
N.W. INGRAM LN.
N.W. HORN AVE
N.W. HORN PL
N.W. GILLIAM AVE
N.W. FURNISH AVE
N.W. FURNISH PL
ELLIS AVE
N.W. DESPAIN PL
DESPAIN AVE
BAILEY AVE
MAIN ST
S.W. BYERS AVE
S.W. 18TH ST
COURT AVE
DORIAN AVE
30
S.W. EMIGRANT AVE
GOODWIN AVE
HAILEY AVE
ISAAC AVE
JAY AVE
KIRK AVE
S.W. LADOW AVE
FRASER AVE
TUTUILLA CREEK
10 11
15 14


I-80N FREEWAY
US395
US30
ORE11
RECOMMEND RETAIN ON HIGHWAY SYSTEM
EXISTING HIGHWAY SYSTEM - NO ROUTE NO. (Pendleton-John Day Hwy.)
RECOMMEND REVERT TO CITY STREET
OLD OREGON TRAIL HWY NO 6
UNION PACIFIC RR
UMATILLA RIVER
EASTERN OREGON STATE HOSPITAL
BLUE MOUNTAIN COMMUNITY COLLEGE
MP 208.05 HWY 6
MP 30.88 HWY 36
MP 30.43
OLD AIRPORT RD
McKay Creek
Tutuilla Creek
PENDLETON-JOHN DAY
SPRINGS HWY NO 36
COURT
DORION AVE
GOODWIN AVE
HAILEY AVE
ISAAC AVE
SHAW ROAD
BROADLANE AVE
395
30



SIGNED ROUTES

LEGEND

PENDLETON

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 14,252

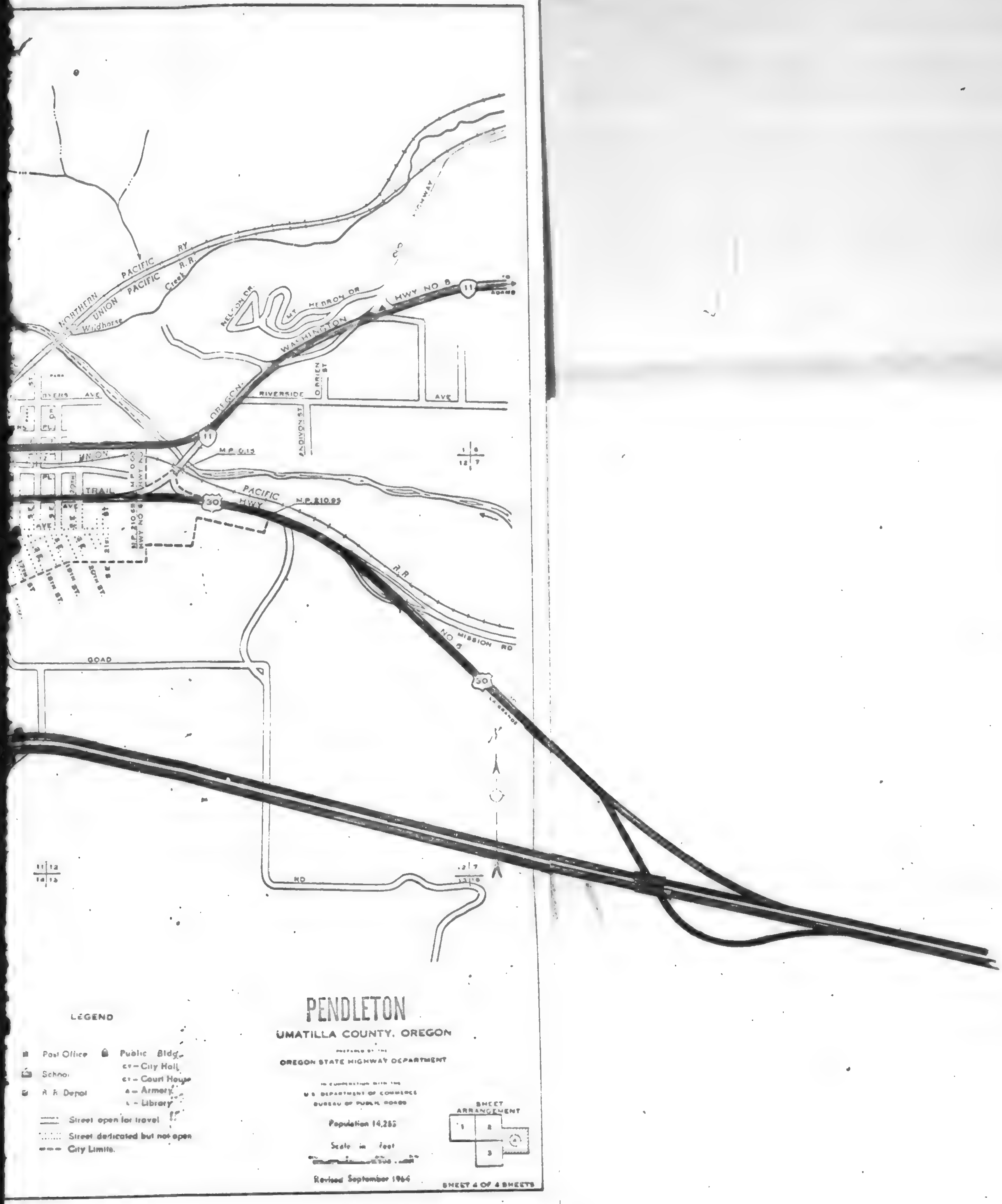
Scale in Feet

Revised September 1964

SHEET ARRANGEMENT

SHEET 4 OF 4 SHEETS

NO ROUTE NO.


NORTHERN PACIFIC RY
UNION PACIFIC R.R.
Wildhorse Creek
NELSON DR
MT HEBRON DR
WASHINGTON
OREGON
HWY NO 6
11
DYERS AVE
RIVERSIDE AVE
O'BRIEN ST
DIXON ST
M.P. 0.15
UNION
TRAIL
PACIFIC HWY
30
M.P. 210.65
M.P. 210.95
HWY NO 6
R.R.
MISSION RD
NO 6
ROAD
RD
LEGEND
Post Office
Public Bldg.
School
City Hall
Court House
R. R. Depot
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
PENDLETON
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 14,285
Scale in feet
Revised September 1964
SHEET ARRANGEMENT
1
2
3
4
SHEET 4 OF 4 SHEETS

RECEIVED
OCT 27 1966

I-80N-5(27) 20-1

7097

October 27, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 22 meeting will be a supplemental throughway agreement with Umatilla County pertaining to the West Pendleton Interchange of the Pendleton Section of Old Oregon Trail, (I-80N) in Umatilla County.

This agreement provides for construction of the interchange and separation structures by the State, and a connection to the Stanfield-Pendleton Road to be constructed and maintained by the County at its sole expense. The County's construction is to be done prior to or concurrent with the State's construction.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structures, interchange, and its connections within the access control area of the throughway to be constructed as part of the project.

The project is proposed to be advertised for bids in February 1967. If satisfactory bids are received and no other complications arise, the contract would be under construction shortly thereafter. Estimated cost of the entire Pendleton Section is approximately $8,000,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

L. H. Young
I. D. Merchant
A. F. Parson

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring

(County-City) bg

RECEIVED
OCT 24 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 204-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(4)204 Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7697 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 19, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Bypass Section
Utility Consultant Agreement
(Mr. Litchfield's October 18, 1966 letter)

Our August 25, 1966 memorandum authorized you to proceed with the Preliminary Report Phase of the subject utility consultant agreement but withheld authorization on remaining phases.

On the basis of a review of the preliminary plans in your office we authorized you to proceed with the Design Phase effective October 13, 1966. This authorization is subject to our detailed review of the plans representing the changes discussed during the October 13 review and the report.

10-21-66
REFERRED TO
Litchfield - Young.
BY ASST. STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Porter

FORM E-123X 50M 7-66
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 13 1966
FOR FILING

I-80N-5(20)204
7077

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Project No. I-80N-5(20)204
File No. 39116
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

In negotiating the above file it was necessary to purchase the excess which amounted to 4750 square feet. The parcel necessary for right of way was 5250 square feet.

At this time it is impossible to accurately evaluate the damages to the excess by reason of the parcel necessary for right of way. Consequently we are requesting that Federal payments on this file be handled as suggested as an alternate procedure in Instructional Memorandum 21-1-65.

The land value assigned by the reviewed appraisal for the entire property is $25,000. On a pro rata basis the value assigned to the taking would be $13,125, and the value assigned to the excess would be $11,875.

The residence, garage, and landscaping have been assigned a salvage value of $1500. As the residence is within the taking this value should be participating.

It is our understanding from the terms of the above instructional memorandum that when the excess property is sold, if within two years of completion of the contract, we will be eligible for participation on the difference between the sale price and the pro rated value of the excess property.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
OCT 1 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

JRO:CE
cc: R. L. Porter
F. B. Klaboe
C. H. Maison
L. H. Young
G. E. Rohde
M. R. Mitchell
W. H. Haskin

RECEIVED
OCT 20 1966

I-80N-5(3) [illegible]

7097

Wolfe

MEMO TO THE FILES:

October 10, 1966

Tuesday, October 4, at 1:30 p.m., I met with the entire Umatilla County Court at their request to discuss problems posed by I-80N easterly of Pendleton.

Attending the meeting and representing the Oregon State Highway Department were A.F. Parson, H. S. Coulter, and Larry Smitton. There were also a group of farmers (possibly 6) who own or farm land and who were personally interested in finding out just what the State proposed.

I started off the discussion by stating that all the area between the West Pendleton Interchange and the East Pendleton Interchange was already covered by agreement of March 8, 1966, but that this agreement would be supplemented due to a design change of the West Pendleton Interchange. The only question raised in this area was "How wide is the bridge over the highway in Section 13, Township 2 North, Range 32 East?" Scott Coulter answered this by stating, "Either 28 or 32 feet in width." At this point several of the ranchers spoke up requesting the wider structure to facilitate movement of farm equipment.

Mr. Coulter then covered the remainder of the section step by step from the East Pendleton Interchange to the Emigrant Hill Interchange stating the following possible proposals:

1. Service road along northerly right of way line in Section 16.
2. County road improvement along west side of Section 21.
3. Service road along northerly right of way in Sections 27 & 26.
4. Service road along southerly right of way (westbound lane) Section 35.
5. Service road along southerly right of way (eastbound lane) Sections 27, 26, & 35.
6. Possible equipment tube (westbound lane) Section 35.

VICTOR D. WOLFE

7. Possible stockpass Section 6 (westbound lane).

8. Possible water conduit (2) (westbound lane) Sections 6 & 7.

None of the ranchers questioned the route but they did want their private questions answered. Before departure a number of them expressed satisfaction over explanations given them.

CONCLUSIONS:

1. I believe this type of meeting (informal) with small groups while highway planning is in the formative stages can be of great value and possibly forstall a large percentage of formal hearings.

2. Formative meetings should be called by local officials (County or City) at the convenience of local people.

3. Persons explaining plans (or proposals) should be actively engaged in planning of project, familiar with project, listen to individual problems with a sympathic attitude and be willing to accept worth while suggestions.

H. S. Cox
County and City Division Engineer

HSC:nr

cc: Fred Klaboe
Ed Morelock
A. F. Parson

RECEIVED
OCT 14 1966

I-80N-5(20)204
7697

Form CD-121
(11-63)
Pres. by
A.O. 000-10

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section - Parcel 39133 Morse

Please refer to Administrative Right of Way Agent, K. A. Chatwood's letter of September 29, 1966 requesting approval to proceed on the above-mentioned file without securing the second appraisal required by our letter of August 10, 1966. It was our understanding that the State had inadvertently failed to secure the second appraisal and was requesting a waiver because it was necessary to file a condemnation action in order to clear the project. In a telephone conversation with Right of Way Engineer D. H. Moehring, our Right of Way Officer was advised that such urgency does not now exist, and under these circumstances there is no change in the requirement for the second appraisal.

orig to Moehring 10-10-66
copy to Young 10-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 14 1966
FOR FILING

I-80N-5(20)204
7097

Rohde
[illegible]

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 6, 1966

In reply refer to: 08-35.7

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section

Please refer to the fourth paragraph of Administrative Right of Way Agent K. A. Chatwood's letter of September 29, 1966, concerning the additional charges from Fee Appraisers William Scharn and Glenn Gilbert for additional documentation of their appraisals. The State originally paid these appraisers on a lump sum basis based upon a contract that clearly indicates under Items 1, 3, 7, 8, and 9 of Section IV that where documentation is shown to be inadequate, the additional documentation shall be provided without further cost to the State.

Our letter of June 13, 1966, included a list of inadequacies in documentation found in these appraisals which clearly indicates to us that further payment to these appraisers is contrary to the State's contract and "Right of Way Manual" under Section 5.72 which states, "Under no circumstances shall an additional fee be paid, which fee is a result of additional work required to correct errors, insufficiencies of documentation, oversight, or omission in the original appraisal report."

Under these circumstances, Federal funds cannot participate in the additional charges from Mr. Scharn and Mr. Gilbert, and you are required under the current billing procedure to place these charges in a nonparticipating status. This includes charges to Files 38865, 38868, 38870, 38875, 38881, 38889, 38929, 38890, 38891, 38871, 38882, 38886, 38894, 38895, 38904, 39138, 38912, 38907, 38910, and 39114.

If any such further charges have been made, or are made in the future, they must be placed in nonparticipating status for Federal aid purposes.

orig to Rohde
copy to Mackey
10-10 66
Young
10-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter

RECEIVED
OCT 3 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-3(27)

7097

September 29, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

File Nos. 39168
and 39170
Pendleton Section
Old Oregon Trail
Umatilla County

Attention Mr. C. J. Mathias

Dear Sir:

On September 21, 1966, you telephoned Mr. Moehring regarding several files on the Pendleton Bypass.

On files 39168 and 39170 you indicated that the appraisal fee was too high. I presume that you understand we do not obtain appraisals on a contingent basis, that is, the fee charged to be proportionate to the value of the land being appraised.

Attached you will find a letter dated September 22, 1966, from Mr. Verne Allen, District Appraiser, explaining what happened on the above-mentioned files and four others. Upon investigating the files it appears that the employment letters were dated prior to the date the revised bid was made.

You also mentioned that Mr. Gilbert and Mr. Scharn made unwarranted charges for additional information you requested for various files. The understanding between Mr. Allen and these appraisers was that they were to furnish the information at no charge wherever the appraisal needed correcting, but that they could charge the State where information required was in addition to an already completed appraisal report.

Attached you will find reports by Mr. Allen dated September 28, 1966, explaining exactly what happened. The fee appraisers are also sending letters to us explaining their actions, which we will forward to you as soon as we receive them.

I trust that this information will clarify this Department's actions regarding the employment of the appraisers on this section.

Very truly yours,

G. E. Rohde
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

Attachments

cc: R. L. Porter ✓
L. H. Young
G. E. Rohde
C. E. Smith
H. W. Snell
M. R. Mitchell

RECEIVED
SEP 30 1966

FOR FILING

I-80N-5(29) 204

7097

[illegible]

NOTED
R L PORTER

MEMO TO FILE
September 27, 1966

PENDLETON SECTION
OLD OREGON TRAIL I-80N
UMATILLA COUNTY

Hon. D. R. (Sam) Cook, Judge of Umatilla County Court, called and requested a hearing on the subject portion of project lying between South Pendleton Interchange (3rd Street) and East Pendleton Interchange (existing Hwy. 6) regarding farm-equipment crossing structures as part of the project.

I told him a public hearing had already been held for this section but we would consider meeting with the County Court in Pendleton to discuss these matters. It is therefore suggested that some study be undertaken as to the feasibility of this matter and as to its justification.

There is a possibility, if such could be justified, that we would delete some frontage roads in the vicinity.

This matter should be considered in the very near future and a reply made to Judge Cook.

D. N. Harwell
D. N. Harwell
Assistant County & City Engineer

DNH:mm

cc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
A. F. Parson

[illegible]

[illegible]

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OFFICE OF
THE HIGHWAY ENGINEER

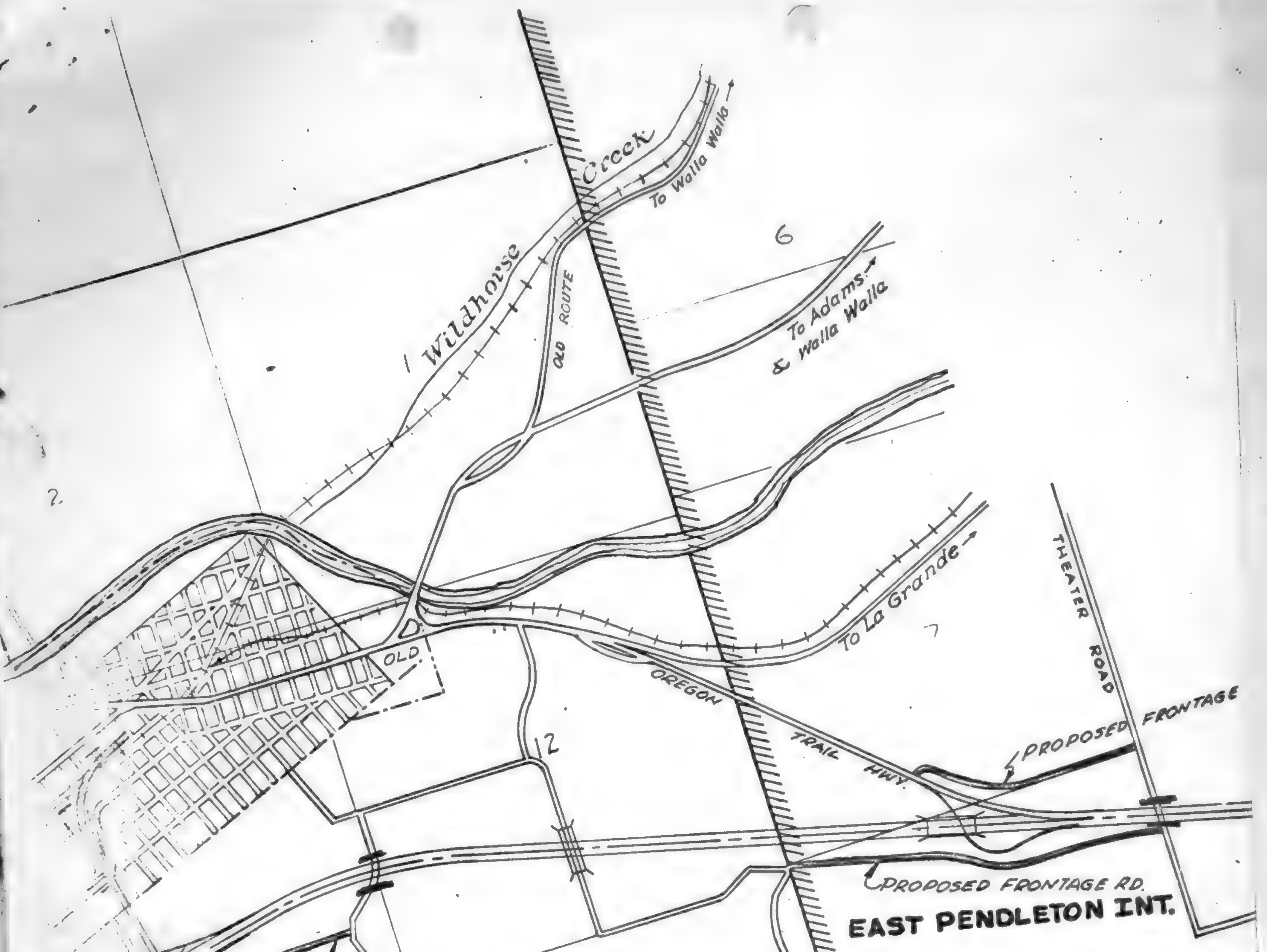


EXHIBIT A

OK as revised

RECEIVED
1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(27)204

7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1966

Mr. A.P. Minkler
P. O. Box 20
Boise, Idaho

Subj: R/W File 39103 - Sussman
Pendleton Section
Old Oregon Trail Highway (I-80N)
Umatilla County

Dear Mr. Minkler:

As requested this morning by your telephone call to Mr. Klaboe, I am transmitting to you a portion of the right of way map on subject section showing the proposed taking on Right of Way File 39103, Sussman, from the block used by the Albertson Stores. Also enclosed is a print of a portion of the proposed construction plan showing the proposed construction in the vicinity of the taking.

NOTED
F. B. KLABOE

I am advised that our negotiations with Mr. Sussman have not reached the stage where contact with the lease holder would be in order. As soon as appropriate such contacts will be made.

Very truly yours,

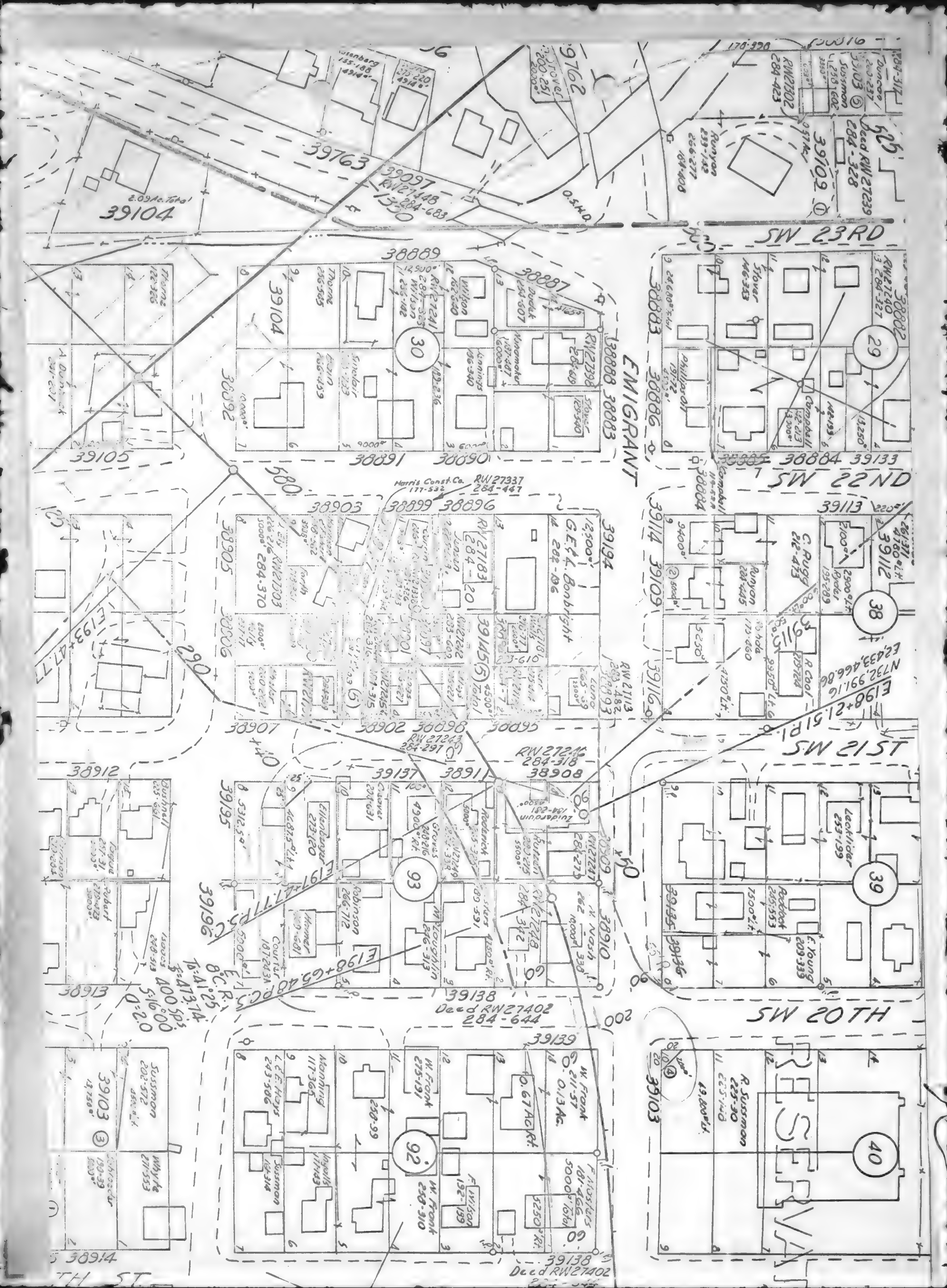
Forrest Cooper
State Highway Engineer

By A D Olson
A.D. Olson
Urban Engineer

Enclosures
ADO:jr

cc: F.B. Klaboe
D.H. Moehring
A.F. Parson
H.W. Sneil, Att'n Don Jones

RECEIVED
SEP 2[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER


SW 23RD
SW 22ND
SW 21ST
SW 20TH
EMIGRANT
RESERVA
39763
39762
39097
RW27448
284-683
39104
2.09 Ac. Total
O.S.H.D.
Runyon
39109
39103
Sussman
Deed RW27239
284-328
RW27302
284-423
38889
38887
38888
38883
38886
38891
38890
38885
38884
39133
38882
30
29
Thorne
Wilson
Winings
Dodek
Kinamaker
RW27398
Stover
Phillipsoff
Campbell
RW27240
284-327
39105
580
Harris Const. Co.
RW27337
284-447
38903
38899
38896
38905
38906
RW27183
284-120
G.E.&L. Bonbright
282-136
39194
39114
39109
39116
39145
RW27113
38893
Luna
39113
C. Rugg
Runyon
39112
38
39111
R. Cool
E193+47.71
E198+21.51 P.I.
N732,991.16
E2433,466.86
290
38907
38902
38898
38895
RW27243
284-297
RW27246
284-318
38912
39137
38911
38908
39195
Ellenberger
Robinson
Roderick
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E197+47.71 P.C.
Bushnell
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L. & E. Hays
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F. Wilson
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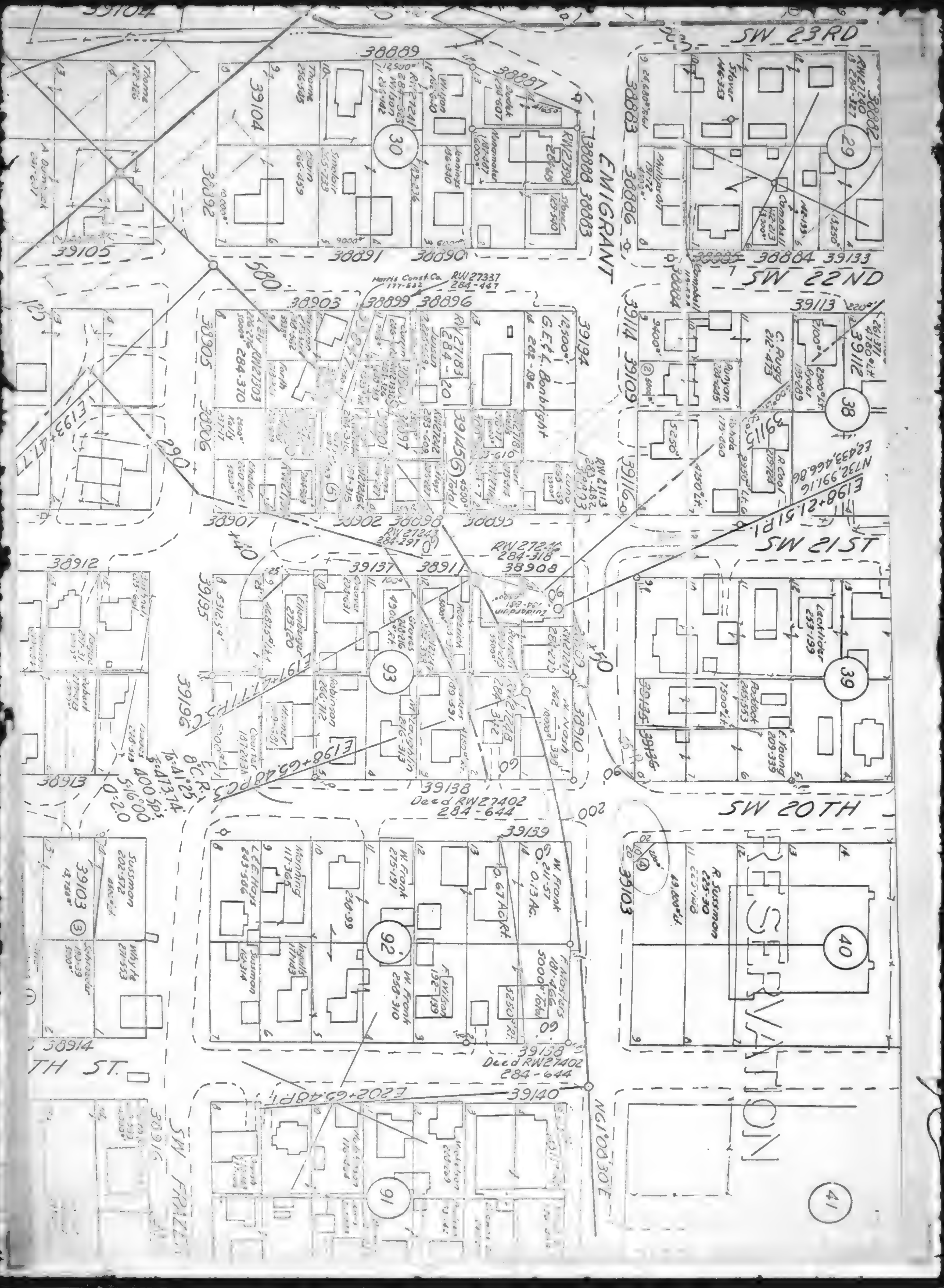
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Harris Const. Co. 177-522
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RW 27183 284-120
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RW 27303 284-370
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RW 27113 283-482
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RW 27243 284-297
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Runyon
Ryder
R. Cool
Ellenberger
Groves
Robinson
Rosenick
N. Nash
Lechleiter
Paddock
E. Young
W. Frank
L. & E. Hays
Manning
Ingalls
Sussman
F. Wilson
F. Mosher
R. Sussman
Whyte
Schroeder

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SEP 2 9 1966

FOR FILING
I-80N-5(37)
7699

ROBERT WELTY ENGINEERS
INTEGRITY SERVICE

1501 BARGEWAY ROAD
P. O. BOX 377
THE DALLES, OREGON 97058
503 296-6109

September 21, 1966

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Eastern Oregon Telephone Company
Adjustment
Project No. I-80N-5~~(4)~~204

Dear Ted:

Per your request, enclosed are two executed copies of the Certificate of Consultant requested to attach to our letter of September 12, 1966.

We have dated this certificate the same date, in order to make the two forms compatible documents.

Very truly yours,

ROBERT WELTY ENGINEERS

Robert Welty

Robert Welty

RW:mjw

Enclosure - as listed

NOTED
F. B. KLABOE

Routing
Morgan
Decker
Bond
Barban
Walker
Glenn
Sw
Pease
Morelock
Trout
Scott
Willis
Litchfield
Olsen

RECEIVED
SEP [illegible] 1966
CONSTRUCTION
DIVISION

CEC MEMBER

Federal-aid Project ______________
State Bridge No.

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Owner (title) and duly authorized representative of the firm of Robert Welty Engineers, whose address is P.O. Box 377, The Dalles, Ore. 97058, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

September 12, 1966
(Date)

Robert Welty
Signature

CERTIFICATION OF STATE HIGHWAY DEPARTMENT

I hereby certify that I am the State Highway Engineer (title) of the Highway Department of the State of Oregon, and that the above sonsulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

September 29, 1966
(Date)

Forrest Cooper
Signature

RECEIVED
SEP 21 1966

FOR FILING

I-80N-5(29)204
7097

September 19, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration in answering a recent letter from Forrest Masters of Pendleton.

This is a Highway matter; however, as far as we can determine, we had no agreement, implied or otherside, that the house would be moved on any specific date. The buildingwas sold and the purchaser agreed to have the move accomplished within 60 days, but this was an agreement between the purchaser and the Highway Commission and not between Mr. Masters and the Commission. At any rate, the matter is now a moot question in that we are advised the building has been moved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
A. F. Parson

Suggested Reply for the Governor's Consideration
September 19, 1966

Mr. Forrest Masters
2312 S. W. Jay
Pendleton, Oregon

Dear Mr. Masters:

This is in response to your recent letter having to do with a building moving problem in connection with State Highway right-of-way in Pendleton.

A check with the Highway Department indicates that the building now has been moved, which I trust resolves the matter.

ELP:ms

FORM E-90 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1966

SUBJECT: File No. 39138-Masters
Pendleton Section
Old Oregon Trail Highway
Umatilla County

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

NOTED
R. L PORTER

Since you contacted me yesterday I have discussed this with Mr. Snell, the District Supervisor, Mr. Don Jones, District Property Agent whose office is in Pendleton, and Mr. Stan Williams, the agent who negotiated the file. In addition these gentlemen have contacted as many of the other agents who have been working in Pendleton as they could find.

To the best of our knowledge no one told Mr. Masters that the house would be removed by August 7, 1966. The only way we can reconstruct the circumstances to determine how Mr. Masters arrived at this date is as follows:

> On June 7 a sale was held and the house was sold to a Mr. Sussman. Mr. Sussman was given 45 days in which to remove the house and clean up the premises.
>
> If Mr. Masters attended this sale he could have added 60 days to the June 7 sale date, thereby allowing a 15-day safety factor.
>
> As it happened, the mover Mr. Sussman hired to transfer this house to another location had a great deal of difficulty and at the end of August was awaiting an agreement with the telephone company to clear the wires on his proposed route of travel.
>
> At this time it was necessary to give Mr. Sussman an ultimatum to move the house. Consequently the roof was removed and the house moved.
>
> On September 12 the house was off the lot but the debris had not been cleared to our satisfaction. Mr. L. C. Smitton,

District Maintenance Superintendent, has been alerted and will break the concrete in the basement foundation and fill the hole as soon as this debris is cleared.

I hope this gives enough information to answer the request of the Governor.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO/ce
cc G. E. Rohde

RECEIVED
SEP 16 1966
OFFICE
STATE HIGHWAY

Mr Mark Hatfield: 0 2

I am writing in regards to a house and lot I sold to the state in Pendleton. The house sets on two lots 1/2 on one lot the other on the other lot. The appraisers told me they could only take the front lot and house. They agreed to have the house off and the basement filled in 60 days. The 60 days were up Aug. 7 and the house is still there and the basement not filled. I have the back lot sold

SEP 12 [illegible] (over)

and I am supposed to have it ready for the buyer. I can't seem to get any action here in Pendleton. I think the state should uphold their part of the program.

Yours
Ernest Masters
3312 S.W. Jay
Pendleton Oregon

RECEIVED
SEP 16 1966
FOR FILING

I-80N-5(29) 204

7097

September 15, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

In Mr. James L. Personette's September 2 letter concerning the acquisition of property for the connecting spur between the city of Pendleton and I-80N, he alleges that he has been offered less than the market value for his property. As explained in the attached suggested reply, we have taken the matter under consideration and have ordered a second appraisal of the property.

As you know, the taking of property for highway purposes is governed to a large extent by the policies of the Federal Bureau of Public Roads, who must approve all purchases for which federal aid is requested. The guidelines the Bureau requires are quite stringent and leave very little room for negotiation.

We will do all we can to assure that Mr. Personette is adequately compensated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
D. H. Moehring
A. F. Parson

FBK:srb bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

September 15, 1966

Mr. James E. Peresnette
414 S. E. 7th Street
Pendleton, Oregon 97801

Dear Mr. Peresnette:

This is in response to your September 2 letter concerning the problem with the Highway Department in valuing your property in Pendleton.

I understand that in situations of this kind the Highway Department has a second appraisal made so that both the property owner and the State may be assured of fair and equitable treatment. As soon as this second appraisal of your property has been completed, you will again be contacted.

The Highway Department makes every effort to see that people are fairly treated when it is necessary to acquire their property for right-of-way. I am sure that every consideration will be made to settle this problem in a manner that is acceptable to all parties concerned.

I appreciate your calling the problem to my attention.

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring - File No. 39549, So. Pendleton Interchange-Court Place Section, Oregon-Wash. Hwy., Umatilla County
G. E. Rohde
A. F. Parson

DHM:jp/RLP:ms bg

#37549

Pendleton, Oregon 9780
Sept. 2nd 1966.

RECEIVED
SEP
#4059

Governor Mark Hatfield.
Salem, Oregon.

Dear Mr. Hatfield;

It is most hard to write a letter to you. But knowing you are the First man of our State, I thought of you.

Going right to the point, The Arterial route connecting the city of Pendleton to the new 80N highway, is it taking my residence. I have a large house well built, and has three appartments, besides our living quarters of complete first floor. The appartments bring in $180.00 monthly, which I have built with the thought of helping me after I was too old to have a job, and keeping me from the poor house. I am over seventy years of age, and have put my savings and labor into this, for retiring years.

-2-

The State has made an appraisal, and have only offered me $18,750.00 which is much less than I have put into it.

I have traveled from West to East, and paid my way back, and have never asked any one for support before, and have never been mistreated like this before. So I'm asking you for help, either through you, or your man, in this department.

I have looked over many places, and can't find one near this value, for the money, without the income which is needed for a livelihood.

I would appreciate your support, and an early reply.

Thanking you for your favor, I am

Respectfully yours

J. M. E. M. Pesonette

414 S.E. 7th St

Pendleton, Oregon 97801

RECEIVED
SEP 16 1966

FOR FILING
I-80N-5(29)204
7097

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LLADOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer By: C. J. Mathias
Salem, Oregon Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way February 7, 1966. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

Approval is subject to our requirement for additional appraisals as outlined in our memorandum of August 10, 1966.

The project agreement will be forwarded for your approval at a later date. We understand the entire project will be placed under agreement when you have secured a complete parcel by parcel estimate of right of way costs.

Enclosure

REFERRED TO
Young W[illegible]
BY ASST. STATE HWY. ENGR.
9-15-66

RECEIVED
SEP 1 [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1966
FOR FILING

Form CD-121 (11-63) A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

I-80N-5(22) [illegible]
7697

DATE: September 2, 1966

In reply refer to:
08-35-EC/ 710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's August 31 letter submitted one Item for inclusion in the subject program as a Stage I Utility Adjustment (Construction) phase project. This Item is approved effective this date:

Item	Project	Location	Work
465	I-80N-5(22)176	Pendleton Section	Utility Adjustment

Items 459 through 464 will be handled by separate memorandum.

You are authorized to proceed with any other utility preparatory work effective this date, excepting Eastern Oregon Telephone Company and the City of Pendleton which is authorized under I-80N-5(4)204 P.E.

You are authorized to proceed with the relocation of Eastern Oregon Telephone Company work detailed in the company's July 1, 1966 letter and as requested by Mr. Preston's August 31 letter under this project. This authorization is subject to a later determination of eligible costs to be supported by a consultant's study, and our approval of the usual agreement. This procedure is determined to be in the public interest as supported by Mr. Preston's letter and previous correspondence on file.

Approval and authorization to proceed with this Stage I project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for this undertaking.

The total estimated cost of this project is $10,000, with no Federal funds reserved.

REFERRED TO
By Asst. State Hwy. Engr.
9-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 1 1966
FOR FILING

I-80N-5(20)204

7097

August 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project I-80N-5(20)204
Pendleton Section (ROW)

Dear Sir:

We are forwarding PR-9 Forms to extend the limits of ROW Project I-80N-5(20)204 easterly 1.78 miles so as to include all the right of way required for the construction of the Pendleton Section. The project cost has been increased to reflect the additional rights of way and latest ROW cost estimates.

We hereby request your authorization to proceed with incidental work and actual acquisition of the added right of way from Station 1487+37, thru equation 1587+47.73 = 300+00 to Station 312+00. We are enclosing two copies of ROW map 8B-34-17 showing the properties involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. N. Chase
J. R. Oakes
M. Mitchell

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61)
DATE SUBMITTED TO W.O.	REQUEST FOR OF INDIVIDUAL PROJE (PPM 21-1

CARD 2	REPORT NUMBER 6 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 2.55 Mi. W. Pendleton E. 9.09 Mi. 21 65	ADT	3,800	FUTURE 9,400 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)*	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUT
	Right-of-Way Purchase 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74

CARD 4	CLASS OF FEDERAL FUNDS [1] Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Interstate

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	425	I-80N-5(20) 204	I-80N 2.55 mi. W. Pendleton E. 7.31 mi. (W. Unit, Pendleton Section)		1,750,000
										PROJECT TOTAL	7.31	1,750,000
5					PE ROW CONST		RE-QUESTED REVISION	425	I-80N-5(20) 204	I-80N 2.55 mi. W. Pendleton E. 9.09 mi. (Pendleton Section)		(16) 2,310,000
										PROJECT TOTAL	9.09	2,310,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To extend proj. limits to the
proposed constr. proj. To increase proj. t
Relocation assistance: 125 families -- $11,
proj. $1,750,000 Sections F 8.2.0, F 9.0.0,

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDE
DATE OF INITIAL APPROVAL: September 29, 1965	DATE August 30, 1966	DATE
OTHER: October 13, 1965 January 17, 1966 February 7, 1966	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY~~ ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT	3,800	FUTURE 9,400 (66) (70)	YEAR 86 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 425 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER-AGR. NO. 80-5(20) 7 13	I PROJECTS ONLY POST MI. MI 204 (24) (26)	DESIG. N 27

state

COUNTY NAME Umatilla

CODE 059 14 16

F.A. SYSTEM Interstate

RTE NO. I

FEDERAL AID I-80N

STATE (32) (36)

U.S. (37) I-80N (41)

TERMINI	MILES	PROJECT COST TOTAL COST	 FEDERAL FUNDS	 STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
I-80N 2.55 mi. W. Pendleton E. 7.31 mi. (W. Unit, Pendleton Section)		1,750,000	1,610,000	140,000	ROW incl. incidental work and asst. to displ. persons. (Future 4-12' lanes H.T. pave., with 10'R and 6'L shldrs., 76' median and strs.)
PROJECT TOTAL	7.31	1,750,000	1,610,000	140,000	
I-80N 2.55 mi. W. Pendleton E. 9.09 mi. (Pendleton Section)		2,310,000 (16) (23)	2,125,000 (24) (33)	185,000	ROW incl. incidental work and asst. to displ. persons. (Future 4-12' lanes H.T. pave., with 10'R and 6'L shldrs., 76' median and strs.)
PROJECT TOTAL	9.09	2,310,000	2,125,000	185,000	

REASON FOR CHANGE: To extend proj. limits to the E. 1.78 mi. to cover all req. ROW for the presently proposed constr. proj. To increase proj. to conform to latest ROW cost est., incl. the extension. Relocation assistance: 125 families -- $11,000; 14 businesses -- $14,000. 104(b)(5) est. total proj. $1,750,000 Sections F 8.2.0, F 9.0.0, F 10.0.0 and F 11.0.0.

EVISION REQUESTED	RECOMMENDED	APPROVED
ust 30, 1966	DATE	DATE
	SIGNATURE	SIGNATURE
EER	TITLE	TITLE

ng, show both classes of funds involved.

USCOMM-DC 48903-P61

FORM E-129X 80M 4-63
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 31 1966
FOR FILING

I-80N-5(27) [illegible]

7097

August 26, 1966

Pacific Northwest Bell Telephone Company
Pacific Power and Light Company
Pendleton Community T. V. System
Cascade Natural Gas Company - Pendleton
Eastern Oregon Telephone Company
Columbia Basin Electric Cooperative, Inc.
Umatilla Electric Cooperative Association

Re: Preliminary Plans
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

Attached you will find _______ set(s) of a preliminary plan of this section of the Old Oregon Trail Highway. Bids are presently scheduled to be opened for this project in February, 1967, or later.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4 and all supplements thereto.

This estimate and sketch should besubmitted to Mr. J. W. Valentine, Field Utilities Liaison Engineer, P. O. Box 850, LaGrande, Oregon 97850, when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for)T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attach.

cc: Mr. Robert Welty, Consulting Engineer
F. B. Klaboe
A. F. Parson
J. W. Valentine

RECEIVED
AUG 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1966

Form CD-121
(1-63)
(Prescr. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(4)204

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7097

DATE: August 25, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(4)204
Pendleton Bypass Section
Utility Consultant Agreement

Mr. Litchfield's August 23, 1966, letter submitted three duplicate originals of the consultant agreement on the subject project for the utility adjustments for the City of Pendleton. Approval of this agreement is hereby granted effective this date.

You are authorized to proceed with the Preliminary Report Phase effective also this date. Advancement to the following phases of this agreement will need prior authorization by this office, and will be based upon your submission of the usual utility documentation, and necessary construction programing.

Inasmuch as this work is being charged to the subject preliminary engineering project, you are cautioned to advise the consultant and the City of Pendleton to submit their billing under this agreement separately from any construction charges. The construction charges would be made to the construction project after it is programed. In addition, if preparatory work for other utility adjustments are included in the construction phase, it would be desirable to indicate these as exceptions in the project which are included in the preliminary engineering phase.

REFERRED TO
Litchfield
ASST. STATE HWY. ENGR.
8-29-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 1966

SP*23401-734

FOR FILING

I-80N-5(27)

7697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1966

SUBJECT:

To: MEMO TO FILE

On this date, I reported to the Highway Commission as to the status of the West Pendleton Interchange

I informed the Commission that we had worked out a design for a diamond interchange which we were sure was acceptable; that Judge Sam Cook of Umatilla County had pledged the County to construct a connecting road between the interchange and Rieth Road at no expense to the State; and recommended that if the Bureau approved the diamond design, we work out the necessary agreements with the County.

The Commission approved this matter.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

RECEIVED
AUG 30 1966
FOR FILIN

Maint
Traffic
Hwy
Pendleton

July 28, 1966

Oregon State Highway Commission

Gentlemen:

Enclosed are copies of two sketch maps indicating alternate plans for the West Pendleton Interchange on I-80N in Umatilla County.

Plan A is our present plan, as discussed at the public hearing and approved by the Bureau of Public Roads. All costs of right-of-way and construction will be FAI participating.

Plan B was developed at the request of Senator Raymond and Mr. Fridley and endorsed by the City of Pendleton. The area in red would be FAI participating if approval of this plan can be obtained from the Bureau of Public Roads. The facility in blue or some approximate substitute would have to be constructed in order to have any possibility of Bureau approval. The area in blue would not be FAI participating and would have a cost to the State of approximately $262,000 plus right-of-way.

Both plans will handle the anticipated traffic. The primary difference is a free-flowing facility with full control of access up to the point of connection to the existing highway system opposite Airport Road as opposed to stop conditions at the ramps and access allowed to the facility in blue.

Please advise your desires in this matter.

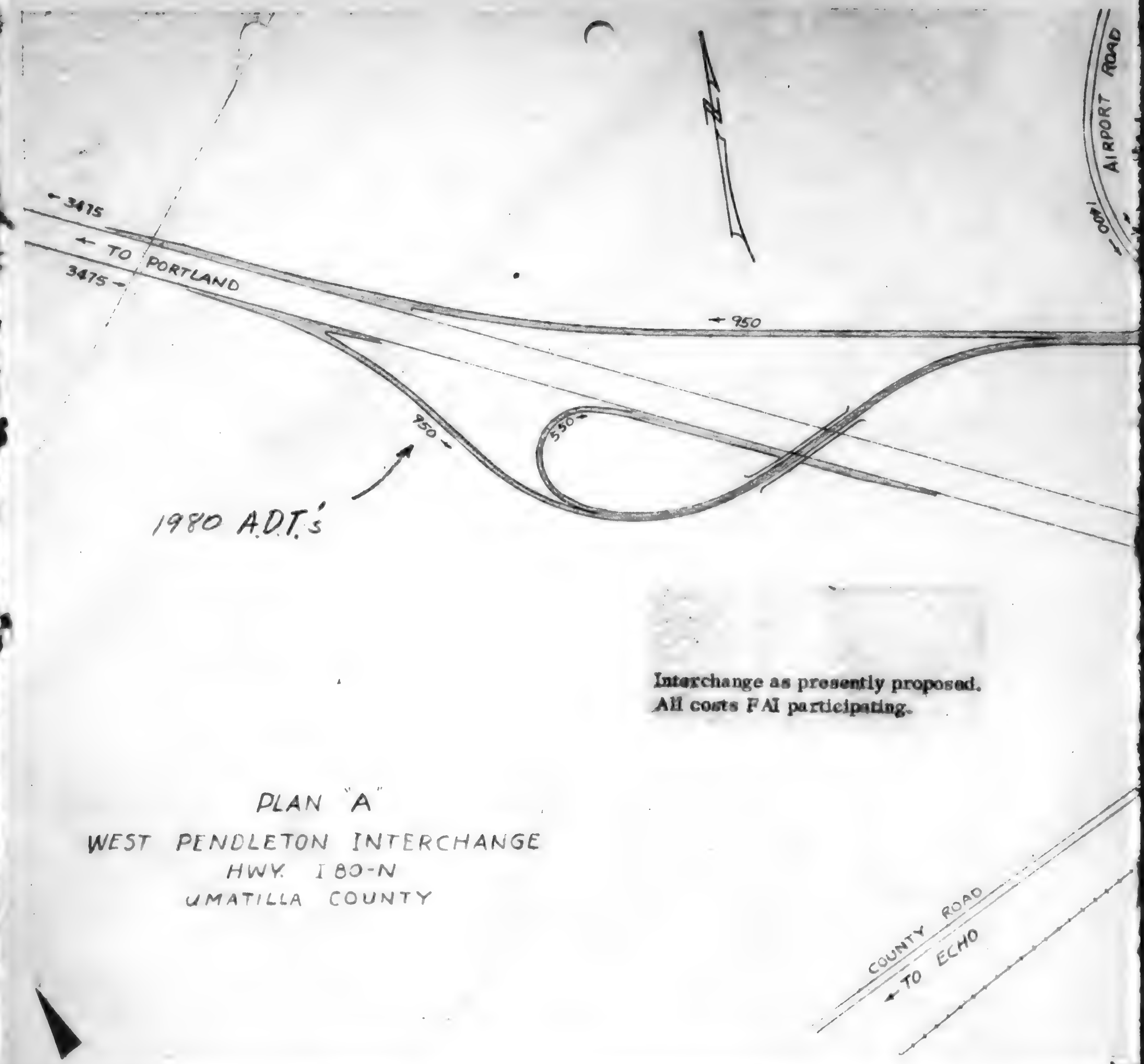
Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
R. B. Sipprell
A. F. Parson

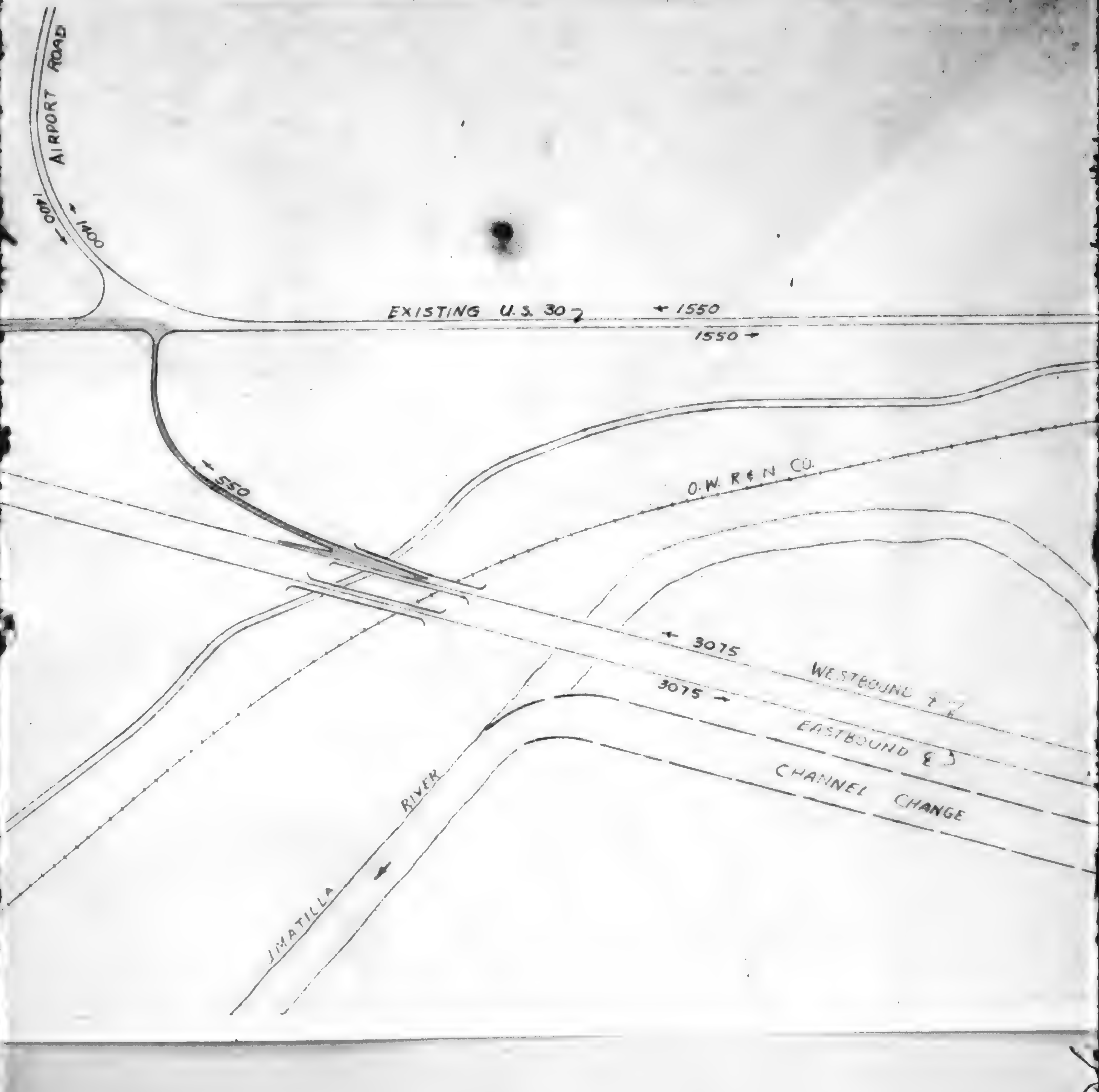
Attachments

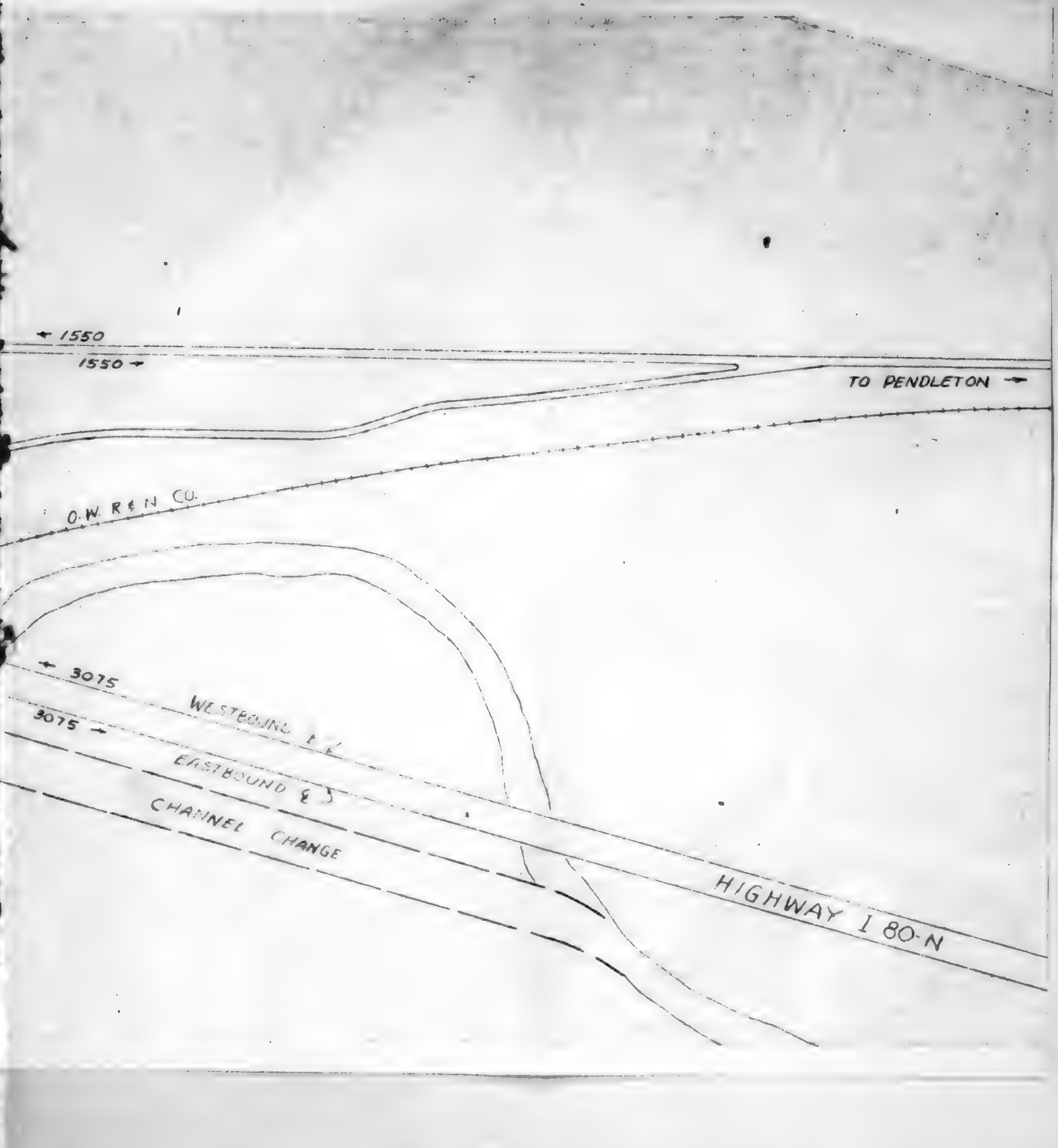
FBK:srb bg



Interchange as presently proposed.
All costs FAI participating.

PLAN "A"
WEST PENDLETON INTERCHANGE
HWY. I 80-N
UMATILLA COUNTY


AIRPORT ROAD
1400 →
← 1400
EXISTING U.S. 30
← 1550
1550 →
← 550
O.W. R & N CO.
← 3075
3075 →
WESTBOUND ℄
EASTBOUND ℄
CHANNEL CHANGE
UMATILLA RIVER
←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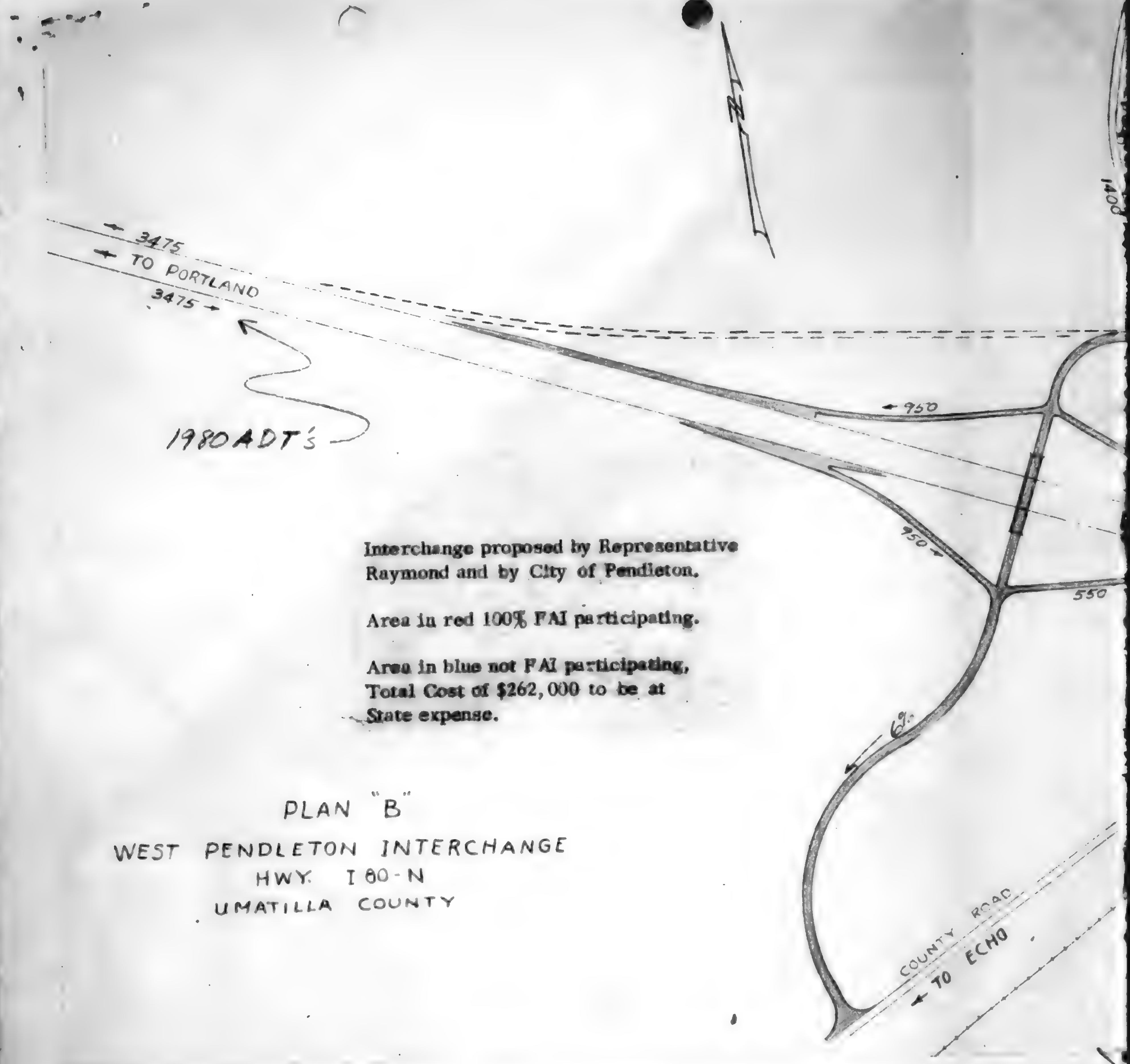
O.W. R&N CO.
← 3075
WESTBOUND ℄
3075 →
EASTBOUND ℄
CHANNEL CHANGE
HIGHWAY I 80-N

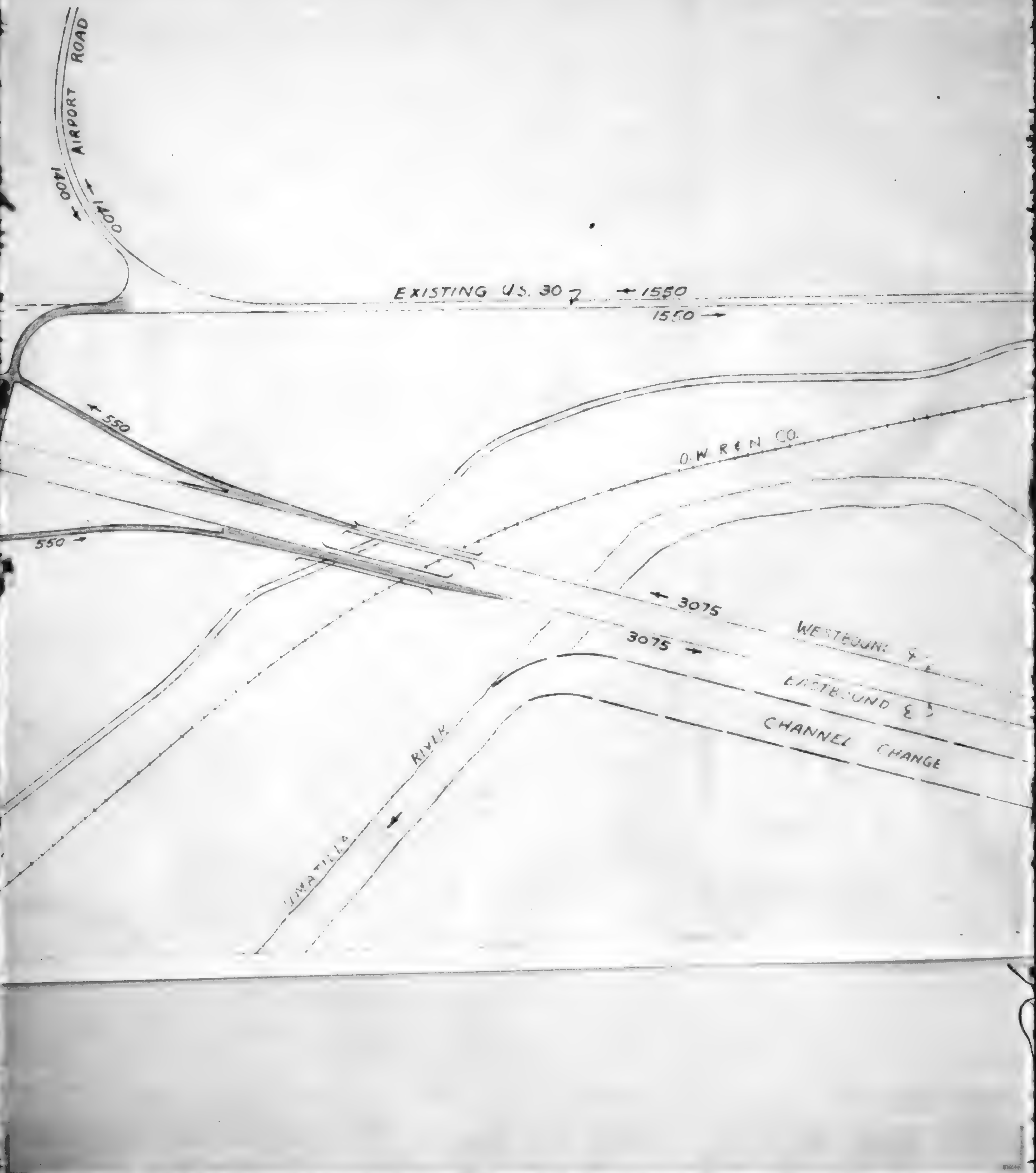


Interchange proposed by Representative Raymond and by City of Pendleton.

Area in red 100% FAI participating.

Area in blue not FAI participating, Total Cost of $262,000 to be at State expense.

PLAN "B"
WEST PENDLETON INTERCHANGE
HWY. I 80-N
UMATILLA COUNTY


AIRPORT ROAD
1400
← 1400
EXISTING U.S. 30
← 1550
1550 →
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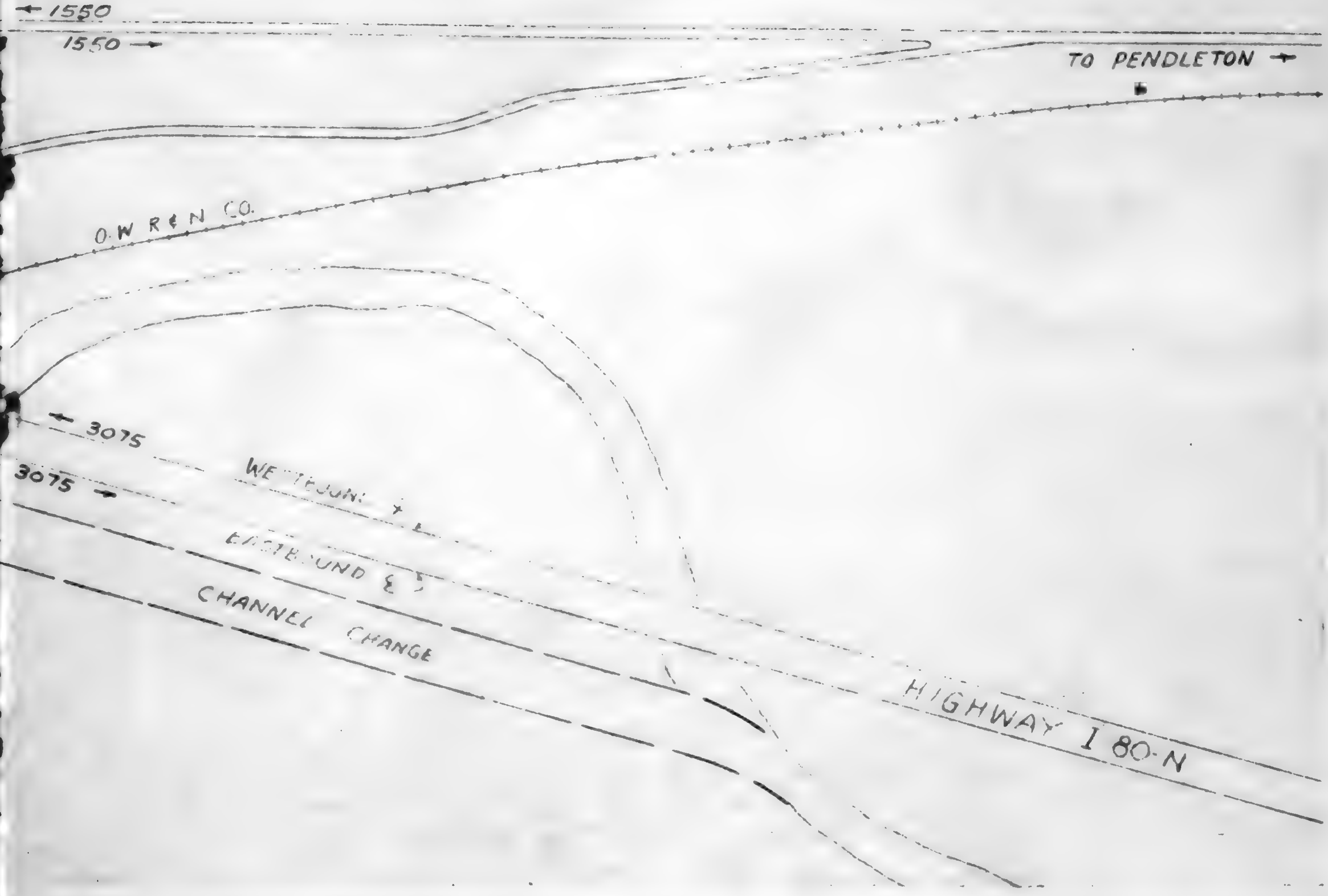
O.W.R.&N. CO.
← 3075
3075 →
WESTBOUND ℄
EASTBOUND ℄
CHANNEL CHANGE
UMATILLA RIVER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TO PENDLETON →
O.W.R.&N. CO.
← 3075
3075 →
WESTBOUND ℄
EASTBOUND ℄
CHANNEL CHANGE
HIGHWAY I 80-N

AUG 15 1966
FOR FILING
I-80N-5(29)204

7097

August 15, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration in answering the July 25 letter from Mr. and Mrs. John H. Black of Pendleton. They are dissatisfied with the state's offer in connection with a right-of-way acquisition in that city.

The Department had the proposed acquisition appraised by two professional appraisers; one, a member of the Department's staff, and the other an independent appraiser from Portland. The Blacks were tendered the highest figure. Our Right of Way people feel that the State's offer is fair and equitable.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
David Moehring
A. F. Parson

RLP:ms fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
August 15, 1966

Mr. and Mrs. John H. Black
1815 S. W. Hailey Avenue
Pendleton, Oregon

Dear Mr. and Mrs. Black:

Thank you for your July 25 letter outlining the problem presented by the acquisition of right-of-way for I-80N in the Pendleton area.

I find that the Highway Department had two appraisals made on your property, one by a member of the Department's staff and another by an independent appraiser who was retained on a fee basis. Both of these people are professional appraisers who exert every effort to see that their estimates of value are fair to the property owner and to the State of Oregon. Where public money is involved, any State department must of necessity secure the most competent appraisers obtainable and then endeavor to negotiate a settlement on this basis.

The Highway Department and my office are both aware this often creates an inconvenience on the part of the property owner as it is something not of his choosing. However, if we are to progress and expand our facilities to meet future transportation needs, a sound highway program must be maintained.

Valuation of property is a difficult matter always subject to differences of opinion. The policy of the State is to use every reasonable means to be sure that the property owner is justly compensated. It is my hope that your problem can be resolved satisfactorily.

If you would like to discuss your problem further with Highway Department personnel, a letter addressed to the Department's Salem office will receive prompt consideration.

PLEASE RETURN TO
R. L. PORT

38198

Pendleton, Oregon
July 25, 1966

RECEIVED
AUG 4 1966
LEGAL & RIGHT OF WAY

The Honorable Gov. Mark Hatfield
Governor - State of Oregon
Salem, Oregon

Dear GovernorHatfield:

Our home is being taken by the freeway at Pendleton. Enclosed is a letter which our realtor directed to the State Highway Department and we would like to mention a few personal facts and hope you may be able to help us in this crisis.

We didn't ask to be forced out of our home. We also have no contral over the unreasonable prices being asked for property in Pendleton, nevertheless this is where our jobs are and this is where we must replace our home.

We understand the Federal Government stepped in and said the State was over-appraising the homes so far acquired. Ours was the first one appraised after this announcment. We were also advised thatour home had a lower value because we have colored families within five blocks and a colored church near by. What happened to the program against discrimination?

We have been offered $12,950 for our home, 3 bedroom, fireplace, attached garage and a 100x 100 landscaped corner lot. One of the State employees near was given $13,500 for a smaller house without fireplace or garage, center of the block lot with no landscaping. Another home brought $14,900 also 3 bedroom but no fireplace or garage and also in the middle of the block and a smaller lot.

who?

We realize you are a very busy man, but as one of your supporters feel you might take a little of you valuable time to look into a situation where discrimination and partiality is being shown.

We pay taxes which in turn helps pay the salaries of these men that boldly stand at our door and say "get out and ask no questions". We are in reality paying for our home twice as our taxes are going to help build this freeway.

Please, if you can find it in your heart to do so, help us get a fair price for our home so that we can buy the one of equal value which we are dealing for.

Sincerely,

Black has no basement

Mr. & Mrs. John H. Black

cc C. Snell

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

1815 S. W. Hailey Ave.

RECEIVED
AUG 4 1966
RIGHT OF WAY

JUL 2

PLEASE RETURN TO
R. L. PORTER

~~[illegible]~~

~~AUG 4 66~~

July 20, 1966

Mr. Clifford Snell
State Highway Dept.
LaGrande, Oregon 97850

Dear Mr. Snell:

Mrs. Black of 1815 S. W. Hailey Avenue, Pendleton, Oregon has ask me to write you and establish with your department the cost of purchasing property to replace their present house that is being taken by the state.

We have sold to Mr. & Mrs. Black the former Hatton home located at 2418 S. W. Nye. This home has approximately the same floor area (Black's house is larger) and comparable other facilities. The lot is in the middle of the block while 1815 S. W. Hailey is located on a corner. The purchase price is $14,000 which is $800.00 below the asking price. Mr. Hatton reduced the price because the Blacks were applying for a no discount loan.

In view of the other sales that have been made in the area, several of which I have made, I sincerely believe that I could sell the Blacks present property on Hailey Avenue for $14,000 on a no discount loan.

While I realize that the sales cost would reduce this figure, the Blacks are capable of making their own sale which would net them approximately $13,720.00, if they were wanting to sell.

Hoping this letter will be of assistance to you, I remain

Yours truly,

HOME FINDERS REALTY
BY:

Art Evans

AE/mr

RECEIVED
AUG 16 1966
FOR FILING

I-80N-5(27)204

7097

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Mosching

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

C J Mathias
By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section, Parcel 38892, Bain

Our review of the appraisals covering the above-mentioned parcel indicates that it was originally appraised by Mr. Scharn for $17,300 and by Mr. Gainer for $20,000. Inasmuch as this is one of the sample parcels that was reappraised, we are requesting some additional information concerning the comparable sales used by the appraisers in reaching their value estimate.

The subject property is a new residence located in an older residential area and neither appraisal contains sales data of truly comparable properties. The sales used required considerable adjustment. Inasmuch as the subject property is somewhat of an overimprovement for the area and there are no comparable sales in the area, it would seem appropriate that sales of similar properties in newer areas might be used to set at least an upper limit of value for the subject property, from which the appraisers could adjust for any differences in the neighborhood. Our Right of Way Officer viewed this property and some of the sales with your Assistant Appraisal Supervisor, Mr. Milner Mead. Your comments are requested.

orig to Mosching
8-12-66
copy to Young
8-16-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 15 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(22)204

[illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : 7C77 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.7

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section

Our letter of June 2, 1966 supplied a sample list of 10 parcels to be reappraised in accordance with a mutual agreement reached at a meeting in Chief Counsel Rohde's office on May 31, 1966. In addition, we required an additional appraisal on two other parcels - 38883 and 39140. The reappraisals have been completed and in addition the Right of Way Section has supplied additional documentation and support for other parcels as outlined in letters dated July 26, 27, 28, 29, and August 3, 1966.

We have reviewed the reappraisals and held a meeting in Chief Counsel Rohde's office on August 8, 1966. The reappraisals on the 12 files indicate to us that the appraisers are in reasonable agreement as to market value on 8 of the parcels and that on 4 of the parcels a substantial difference of opinion exists as to market value. We have also noted in the course of our review that there is a growing number of cases where there is a wide divergence of opinion between the value estimate made by the Pendleton fee appraisers and other appraisers employed on the project. Considering these factors we are requiring two appraisals on all parcels over $10,000 until such time as the appraisals are documented in an acceptable manner. This requirement pertains to appraisals that are contracted in the future to the Pendleton fee appraisers, and to Parcels 38915, 39105, 39108, 39118 and 39133. We are also requiring, by separate letter, some additional data on Parcel 38892.

Our letter of May 13, 1966 required that settlements on certain cases be placed in a nonparticipating status until additional support was provided. Settlements on these parcels that do not substantially exceed the review appraisal may be placed in a participating status. We also recommend that the State resume negotiations on the 95 parcels which had review appraisals as of the week ending August 6, 1966 except for those parcels listed in the previous paragraph where second appraisals are required.

orig to Rohde
copy to Young
8-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1966
FOR FILING

FORM 2-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-5(27)204
7097

Salem, Oregon
August 9, 1966

SUBJECT:

To: MEMO TO FILE

On this date, the following people participated in a conference in my office re the West Pendleton Interchange on I-80N:

Senator Raphael Raymond
Helix

Mayor Eddie O. Knopp
City of Pendleton

Judge Sam Cook
Umatilla County

O. Jay Brogoitti
112 N. W. 10th Street
Pendleton

Gene B. Conklin
Attorney for Brogoitti
P. O. Box 1122
Pendleton

James Hill, Jr.
General Manager
Pendleton Grain Growers, Inc.
Pendleton

Forrest Cooper, State Highway Department
F. B. Klaboe " " "
D. J. Barbee " " "

A request had been made by people in the Pendleton area for a diamond interchange rather than a trumpet, so that Rieth Road could be connected to the freeway.

It was explained that an investigation had indicated a substantial cost for constructing this facility over and beyond what would be approved by the Bureau of Public Roads from Interstate funds.

Judge Sam Cook stated that Umatilla County would take the responsibility for providing this connecting link if the diamond interchange were constructed.

I discussed this matter by telephone this date with Chairman Jackson and it was decided that we would approach the Bureau to see if this plan would be acceptable to it.

A further report will be made when the Bureau's reaction has been received.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
F. D. Morgan
H. S. Cox
A. F. Parson

A

RECEIVED
AUG 1 1966

FORM 230 10-66 SP*23401-734

FOR FILING
I-80N-5(27) 264

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 1, 1966

SUBJECT: West Pendleton Interchange
I-80N

To: Memo to Files

During my conversations with Senator Raymond, I promised him that I would keep him advised as to the status of the design for this interchange. He has called me several times to discuss the matter.

In keeping with my promise, I called him July 26 and advised him that we had submitted a copy of the two proposals with estimates of cost to the State Highway Commission for their study.

FBKlaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ralph Sipprell
F. D. Morgan

RECEIVED
JUL 25 1966

FOR FILING

I-80N-5([illegible]) [illegible]-1

7097

July 25, 1966

Mr. Rudy R. Enbysk, City Manager
City of Pendleton
P. O. Box 190
Pendleton, Oregon

Dear Mr. Enbysk:

At this stage of development of possible changes in the control of outdoor advertising in the State of Oregon, it would be very difficult to offer any definite information in response to your letter of July 11.

We do have in effect at this time Oregon statutes controlling billboards and signs on all State highways, including the Interstate Systems. Copies of these regulations are attached.

On October 22, 1965, Congress passed the Federal Highway Beautification Act of 1965 which contains strong penalty provisions if these new and drastic regulations are not adopted by the States. The 1967 Legislature may propose statutes concerning the Federal Act, but until such action is taken we are in a period of uncertainty as to what may occur.

Copies of information relative to the Federal Act which is available to us are attached. There may be some changes to the draft standards, but this will not be known until the final edition is released some time in late September or October.

Very truly yours,

Attachments

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. W. Ross

By

Tom Edwards
Assistant State Highway Engineer

GWR:sk/TE:jwa

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

JUL 15 66

July 11, 1966

Mr. Forrest Cooper
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

As you know, the state is in the design and land acquisition stage for Interstate 80N, Pendleton section. A portion of the proposed throughway is to be located within the city limits of Pendleton.

The City is in the process of reviewing our sign ordinance. In the revision it was thought that we may incorporate some restrictions to placing signs in the vicinity of the throughway. I understand the federal and/or state government has imposed some restrictions on placing such signs. It would be appreciated if you could forward any information that may help us in our sign ordinance revision in this respect.

Very truly yours,

Rudy R Enbysk

Rudy R. Enbysk
City Manager

RRE/slk

Ross

G. W. ROSS

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 3 1966
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

RECEIVED
JUL 27 1966
FOR FILING

Moehring

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(20)204

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

D77

DATE: July 18, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Division Right of Way Officer

NOTED
R. L. PORTER

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 38925 - Dougherty

Please refer to Administrative Right of Way Agent K. A. Chatwood's letter of June 17, 1966 requesting information concerning the position of Public Roads as to purchasing property based upon fair market value as interpreted by Oregon Supreme Court cases. Mr. Chatwood's letter states in part:

> "Fair market value is interpreted by numerous Oregon Supreme Court cases as the amount which land would bring if it were offered for sale by one who desired but was not obligated to sell and was bought by one who was willing but not obligated to buy."

Federal funds can participate in right of way settlements that are based upon appraisals and review appraisals that give proper consideration to the above-mentioned interpretation of market value.

Specifically, our previous letters have asked for additional information as to the appraiser's reasoning for not allowing any depreciation to a house that has been under construction for eight years. Various structural elements of the house would undoubtedly suffer some depreciation during this time period, and it would appear, under ordinary circumstances, that the market would reflect such depreciation. The comments of your appraiser are requested.

We also asked for the comments of your appraiser as to the consideration a prudent purchaser would give to the fact that he is buying an uncompleted house and must finish the work himself or contract for its completion. Mr. Chatwood's letter takes exception to our comment that a prudent purchaser might expect to purchase such a dwelling for somewhat less than the cost of completion. If actual market sales or other information available to the appraisers indicate that the cost to complete is the only factor considered by sellers and purchasers, then of course this would represent market value and it would be proper to reflect this in the appraisal.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Both of our letters concerning this subject did not lay down any Bureau requirements as to market value, but only requested information as to how the appraiser reached his value estimate. We believe the information requested is reasonable and we would appreciate your cooperation in providing an answer so that we can approve full Federal participation in any settlement based upon the subject appraisal.

D. B. Klaboe

RECEIVED
JAN 2 2 1966
FOR FILING

I-80N-5(29)204
7097

Form E-12
Commissioners
Glenn L. Jackson, Chairman
Medford
Kenneth N. Fridley, Member
Wasco
David B. Simpson, Member
Portland
Floyd Query, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Forrest Cooper
State Highway Engineer
R. L. Porter
Deputy State Hwy. Engr.
G. E. Rohde
Chief Counsel

NOTED

June 17, 1966

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Subject: File 38925 - Dougherty
Pendleton By-Pass Section

Dear Mr. Parsons:

In your memo dated June 8, 1966, you state: "Ordinarily a prudent purchaser would take this into account (that he must complete the job himself or have a contractor do it) when purchasing such an uncompleted dwelling and expect to purchase it for somewhat less than the cost of completion."

This clearly sets out the attitude of the buyer, but it says nothing about the seller. WHAT WOULD BE THE THINKING OF THE PRUDENT SELLER WHO IS UNDER NO UNDUE PRESSURE TO SELL?

The Federal Constitution and the Constitution of the State of Oregon protect the property owner by providing that private property shall not be taken except that the owner be paid just compensation.

JUST COMPENSATION is interpreted in numerous Oregon Supreme Court cases all of which say in substance that just compensation is the fair market value of that which is taken.

FAIR MARKET VALUE is interpreted by numerous Oregon Supreme Court cases as the amount which land would bring if it were offered for sale by one who desired but was not obliged to sell and was bought by one who was willing but not obliged to buy.

Market value is also interpreted as meaning the price which the property will bring in a comparative market under all traditions requisite to a fair sale which would result from negotiations between buyer and seller if acting prudently with knowledge and without undue stimulations.

Market price is the price paid for property in the market. This refers to the price paid for the property regardless of pressures, motives or intelligence. Market value is essentially different from market price in that it takes into consideration intelligence, knowledge and willingness. It takes into consideration that both the seller and the prospective buyer are fully informed and acting with prudence.

Uncompleted houses are sold under conditions that fall into one of the following four categories:

(1) A person who is in the business of selling houses at various stages of completion.

(2) A person who is building his own house and who is willing to sell it. This type of person might be considered as one who is always a willing seller, but like the market is under no undue pressure to sell.

(3) The individual who started to build himself a house and who is capable of doing reasonably good workmanship but who in the process becomes involved in some undue pressure such as financial problems, sickness which incapacitates him, being transferred to another city, or some similar situation which places him in the position of necessarily having to sell the house.

(4) When some public body finds it necessary to acquire the house to complete a public project and the house is to be bought under the right of eminent domain.

IS IT PROPER WHEN BUYING UNDER THE RIGHT OF EMINENT DOMAIN THAT THE OREGON STATE HIGHWAY DEPARTMENT SHOULD CONSIDER ALL OF THESE OWNERS TO FALL INTO CATEGORY "(3)"?

The position of the Bureau of Public Roads with reasonable explanation is solicited to the two above questions which are set out in capital letters and underscored.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood

K. A. CHATWOOD
Administrative Right of Way Agent

CES:cpl
cc: G. E. Rohde
F. B. Klaboe
L. H. Young
M. R. Mitchell

RECEIVED
JUN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1966

FOR FILING

I-80N-5(27)214

7697

Form CD-121
(11-60)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Mackenzie

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 14, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton By Pass Section
Parcel 38883, Stover

Please refer to Administration Agent Ken Chatwood's letter of June 10, 1966 concerning a third fee appraisal on the subject parcel. There is no change in our requirement that an additional fee appraisal be obtained as outlined in our letter of May 4, 1966. Federal funds will participate in the cost of the third appraisal. Our Right of Way Officer had previously advised your Appraisal Supervisor that there was no change in the requirement.

orig to Mackenzie
6-15-66
copy to Young
6-17

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1966
FOR FILING

I-8DN-5(29) 204

7L97

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Fee Appraisals
File No. 38883 - Stover
Pendleton Section
Old Oregon Trail Highway
Umatilla County

NOTED
R L PORTER

Attention: Mr. Charles J. Mathias

Dear Sir:

On May 4 you requested an additional fee appraisal be made on this file, inasmuch as the two fee appraisals formerly made did not take into account the income approach.

A conference telephone call was arranged at which time you discussed this matter with Mr. William Scharn, Mr. W. [illegible] Thomas, Mr. Carl Smith and others. It is my understanding you agreed that Mr. Thomas and Mr. Scharn would add a statement to their appraisals regarding the income approach, and you would either approve their appraisals or advise us to order a third appraisal.

Attached you will find the Bureau's copies of the supplements to Mr. Thomas' and Mr. Scharn's appraisal reports. Please advise whether it is necessary to order another appraisal and, if so, approve the additional expense involved. We would like this information as soon as possible.

Very truly yours,

G. E. Rohde
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA
Attachments
cc: R. L. Porter
L. H. Young
G. E. Rohde
H. W. Snell
Carl Smith
M. R. Mitchell

RECEIVED
JUN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(20)204

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7097 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 10, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton By Pass Section

Our letter of June 2, 1966 provided a list of 10 sample parcels to be reappraised. Please correct the parcel number on the Woodworth file to show 38929 instead of 38919.

orig to Moehring
6-14
copy to Young
6-15-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 13 1966

FOR FILING

I-80N-5(20)
7097

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 8, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton By-pass Section
Parcel 38925 - Dougherty

Please refer to Right of Way Engineer D. H. Moehring's letter of May 19, 1966 requesting more information concerning our request for additional information from the fee appraiser as to his value estimate of $11,000. The item in question is the penalizing of an unfinished dwelling to a greater extent than the cost to complete. We note that your own appraisers give consideration to this factor in valuing Parcels 38891 and 38892 under paragraph 27 of the appraisal report. Quite obviously any house that has been under construction for 8 years would suffer some depreciation to various elements of the structure and any prudent purchaser would take this into consideration in comparing the subject with a similar residence that was just recently completed. In addition the purchaser would consider the fact that he must complete the job by either doing the work himself or contracting for same. Ordinarily a prudent purchaser would take this into account when purchasing such an uncompleted dwelling and expect to purchase it for somewhat less than the cost of completion.

Before Federal funds can fully participate in any settlement based upon the subject appraisal it is required that the fee appraiser give us further information concerning his approach to the value estimate.

Orig to Moehring
Copy to Young
6-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1? 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of Pages

I-80N-5(37)
7097

Section PENDLETON AIRPORT JCT. - MISSION INTERCHANGE Highway OLD OREGON TRAIL (FAR 1) County UMATILLA Prefix

Res. Engr. T. A. Bradd Approx. Length Miles. Sta. 1100± thru eq. to Sta. 305± Date 6-66

Truck A.D.T. 518 Traffic Coefficient 9.9 18 kip s.a. per day 362.8.

Annual Precipitation 12"± Frost Penetration 24"-30".

	CBE Total Req.	Credit	Actual Thick.	
			8.0 2.0 5.0	C.[illegible]C.C Level Gr. Base
			15.0	

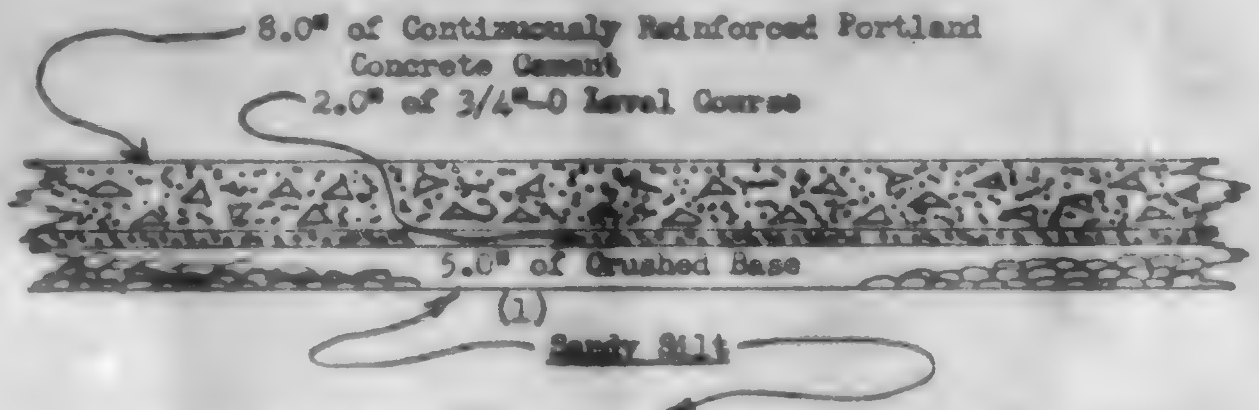
(1)
Typical Soil

27	LL
1	PI
100	%P 10
92	%P200
0	%Gravel
1	%C Sand
7	%F Sand
77	%Silt
15	%Clay
6	"R" Value
	([illegible])

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK


8.0" of Continuously Reinforced Portland Concrete Cement
2.0" of 3/4"-0 Level Course
5.0" of Crushed Base
(1)
Sandy Silt

"The Typical Soil requires a total thickness of 18" for R.P.C.C., but by use of C.R.P.C.C. the coarse base has been reduced until the total thickness is equal to approximately 1/2 the depth of frost penetration.

NOTED
F. B. KLABOE

6-3-66

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by for Staff Assistant

Recommended by Asst. Engineer of Materials

Recommended by Asst. Construction Engineer

Approved by Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section PENDLETON AIRPORT JCT. - MISSION INTERCHANGE Highway OLD OREGON TRAIL (FAR 1) County UMATILLA Prefix 630-1947

Res. Engr. T. A. Bradd Approx. Length ____ Miles. Sta. 1100± thru Eq. to Sta. 305± Date 6-3-66

Truck A.D.T. 518 Traffic Coefficient 9.9 18 kip s.a. per day 362.8.

Annual Precipitation 12"± Frost Penetration 24"-30".

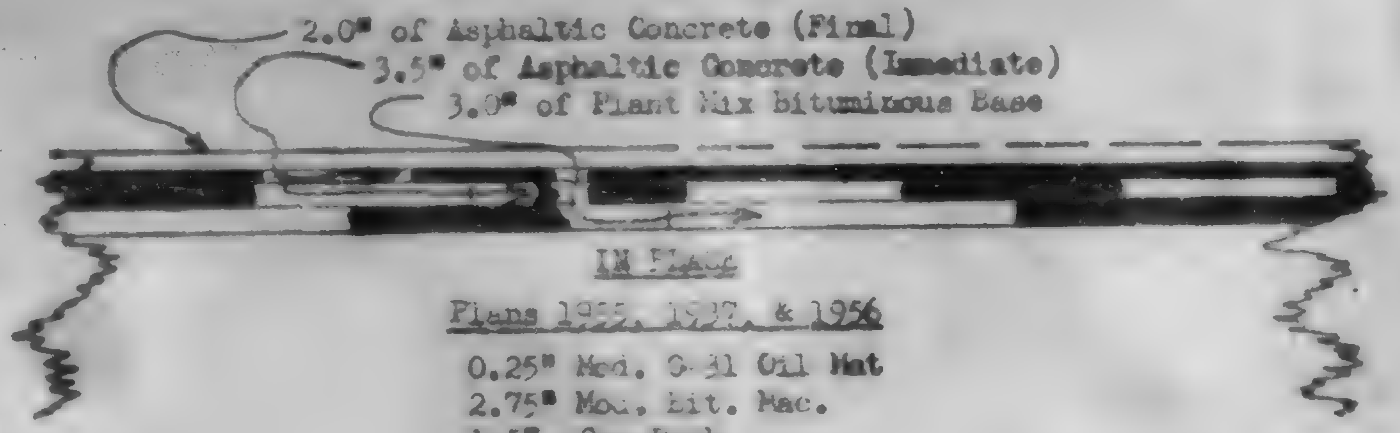
(
[illegible] Soil

[illegible]	[illegible]
[illegible]	[illegible]
100	%P 10
92	%P200
1	%Gravel
7	%C Sand
77	%F Sand
15	%Silt
6	%Clay
	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:

EXISTING ROADWAY
Sta. 1118± - 1185±


2.0" of Asphaltic Concrete (Final)
3.5" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base

IN Place

Plans 1935, 1937, & 1956

0.25" Med. S-31 Oil Mat
2.75" Mod. Bit. Mac.
1.5" Cr. Rock
8.0" Gravel Topping

Average Actual Thickness
March 1965

3.0"-5.0" Oil & Bit. Mac.
6.0"-32.5" Base and/or Subbase
Material

CBE Total Req.	Credit	Actual Thick.	
Sta. 1118± - 1185±			
	4.0	2.[illegible]	A.C. [illegible]
	7.0	3.[illegible]	A.C. (I)
	5.5	3.[illegible]	P.M.B.B.
	IN PLACE A[illegible]		
	4.0	2.[illegible]	Bit. [illegible]
	13.0	1[illegible]	base
33.[illegible]	33.5	2[illegible]	

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 3 of ____ Pages

Section PENDLETON AIRPORT JCT. - MISSION INTERCHANGE Highway OLD OREGON TRAIL (FAR 1) County UMATILLA Prefix 630-1947

Res. Engr. T. A. Bredd Approx. Length ____ Miles. Sta. 1100± thru eq. to Sta. 305± Date 6-3-66

Truck A.D.T. 518 Traffic Coefficient 9.9 18 kip s.a. per day 362.8.

Annual Precipitation 12"± Frost Penetration 24"-30".

(1)
Typical Soil

33	LL
8	PI
[illegible]	%P 10
[illegible]	%P200
1	%Gravel
2	%C Sand
6	%F Sand
64	%Silt
27	%Clay
12	"R" Value
	[illegible]

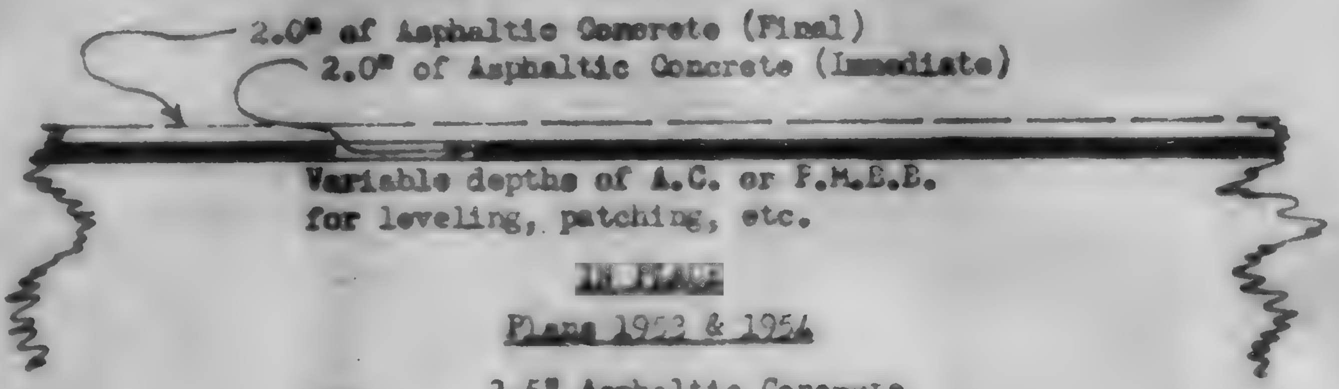
AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

EXISTING ROADWAY

Sta. 289± - 305±


2.0" of Asphaltic Concrete (Final)
2.0" of Asphaltic Concrete (Immediate)
Variable depths of A.C. or F.M.B.B. for leveling, patching, etc.

IN PLACE

Plans 1953 & 1954

3.5" Asphaltic Concrete
2.0" Level
25.0"± Selected Subgrade Material (Dice Rock)

Average Actual Thickness
April 1965

4.0"-5.5" A.C.
10.5"-30.0" Base and/or Subbase Material

CBE Total Req.	Credit	Actual Thick.	
Sta. 289± - [illegible]			
	[illegible]	[illegible]	A.C. [illegible]
	4.0	2.0	A.C. [illegible]
	IN PLACE [illegible]		
	6.0	3.5	
	[illegible]	21.[illegible]	
31.0	30.0	[illegible]	

PENDLETON AIRPORT JCT. -
MISSION INTERCHANGE
OLD OREGON TRAIL (FAR 1)
UMATILLA COUNTY

"OTHER ROADS"

Truck ADT	A.C. (Final)	A.C. (Immed.)	Level	Crushed Base	CBR Total Req.	Actual Thick.
Mainline New Work			PMBB			
1118± - 1185±	2.0"	3.5"	3.0"	16.5"	33.0"	25.0"
289± - 305±	2.0"	3.5"	3.0"	14.5"	31.0"	23.0"
240 - 600 (Pendleton - John Day Hwy.)	1.5"	3.5"	2.0"	19.5"	31.5"	26.5"
90 - 240		3.5"	2.0"	19.5"	28.5"	25.0"
30 - 90		3.5"	2.0"	16.0"	25.0"	21.5"
8 - 30		3.5"	2.0"	12.5"	21.5"	18.0"
1 - 8		2.0"	2.0"	12.5"	18.5"	16.5"
Cars Only		2.0"	2.0"	11.0"	13.5"	15.0" (Increased to equal ½ frost penetration)

Values assigned various components of the roadway structure:

"NEW MATERIAL"

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.83" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(See Standard Specs)
(and Supplementals)

"EXISTING MATERIAL"

1.0" Asphaltic Concrete = 1.75" Crushed Base
1.0" Oil Mat = 1.5" Crushed Base
1.0" Base and/or Subbase = 0.75" Crushed Base

Should substitutions be made, use table for "New Material" for credits and "CBR Total Requirement Column" for total thickness.

SECTION: PENDLETON AIRPORT JCT. - MISSION INTERCHANGE

HIGHWAY: OLD OREGON TRAIL #6 (FA 1)

COUNTY: UMATILLA COUNTY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 3450 (Total)

B. Future ADT 6900 (Total)

C. Mean ADT 5175 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 10 x (C) 5175 = 518

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 518 x (H) 100 % = 518

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 9.9

SECTION: PENDLETON AIRPORT JCT. - MISSION INTERCHANGE

HIGHWAY: OLD OREGON TRAIL #6 (FA 1)

COUNTY: UMATILLA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: None in immediate area on Interstate System
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See attached sheet
10. Stimulation of Competition: See attached sheet
11. Construction Consideration: See attached sheet
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See attached sheet
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

See attached sheet

PENDLETON AIRPORT JCT. -
MISSION INTERCHANGE
OLD OREGON TRAIL (FAR 1)
UMATILLA COUNTY

Two surfacing thickness designs have been considered for this project. Present Worth Costs (P.W.C.) were computed for each and are shown below. 1965 average bid prices were used in these computations.

8.0"	C.R.P.C.C.
2.0"	Level
5.0"	Crushed Base

P.W.C. - $245,875.84

5.5"	A.C.
3.0"	P.M.B.B.
16.5"	Crushed Base

P.W.C. - $262,383.06

The design utilizing Continuously Reinforced P.C.C. is recommended from an economic standpoint.

Station	Hole No.	Depth	Top Size	P1/4	P10	P200	LL	PI	SE	LAR	OAD	Exp Value	Nat. Moist.	Classif.	Remarks
299+00 6'Lt	2	0-4"	A.C.												Excessive bleeding, both lanes.
		4"-7"	3/4"	61.5	11.7	6.2	23	8	62.8	- -	17.96 2.0	85	5.2	A-2-4 Si.Sa.Gr.	
		7"-18"	Crushed Base												
		18"-35"	Subgrade												
1554+00 12'Rt	1	0-4½"	A.C.												Excessive bleeding, both lanes.
		4½"-5½"	Level Course												
		5½"-12"	4"	11.1	3.4	2.1	40	12	38.5	14.5	14.13 1.2	64	4.5	A-2-7 Gravel	
		12"-37"	3"	32.4	15.9	7.4	45	7	29.3	18.1	22.79 8.1	47	18.2	A-2-7 Si.Sa.Gr.	
1642+50	8	0-2'	- -	100.0	99.6	84.9	30	1	4.5	- -	- -	7	26.2	A-4 (8) Sa.Si.	
1487+42	7	2'-4'	- -	100.0	99.7	93.0	23	0	5.6	- -	- -	11	20.5	A-4 (8) Sa.Si.	
1459+25	6	1'-3'	- -	100.0	93.4	81.4	37	2	12.8	- -	- -	9	21.9	A-4 (8) Sa.Si.	
1424+00	5	1'-5'	- -	100.0	99.8	94.9	29	0	- -	- -	- -	9	- -	A-4 (8) Silt	
1418+00	- -	0-2'	- -	100.0	97.7	91.5	27	0	4.5	- -	- -	11	25.9	A-4 (8) Sa.Si.	
1366+00	4	0-2'	- -	100.0	73.8	55.6	26	0	13.4	- -	- -	6	16.9	A-4 (4) Sa.Si.	

Station	Hole No.	Depth	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
1336+00	--	0-2'	--	100.0	97.8	90.3	39	4	14.4	--	--	6	27.9	A-4 (8) Sa.Si.	
1249+00	3	0-2'	--	100.0	95.4	88.4	24	0	4.0	--	--	16	19.1	A-4 (8) Sa.Si.	
1239+10	2	0-1½'	--	100.0	97.9	92.1	24	0	5.4	--	--	15	18.2	A-4 (8) Sa.Si.	
[illegible]18+20	1	0-1'	--	100.0	88.6	76.5	22	0	7.7	--	--	8	23.4	A-4 (7) Sa.Si.	
1179+00 2' Rt.	152	0-4"	Oil Mat												Excessive bleeding, rutted.
		4"-5"	Level										7.3		
		5"-13"	4"	22.8	15.3	9.8	24	0	20.1	13.6	10.61 0.6	76	13.4	A-1-a Si.Sa.Gr.	
		13"-47"	2"	95.1	83.4	74.1	28	0	8.7	--	--	12	18.4	A-4 (8) Sa.Si.	
1166+00 3' Lt.	151	0-5"	Oil Mat												Excessive bleeding, rutted.
		5"-6½"	3"	47.7	14.2	7.9	21	0	54.3	NSM	22.25 1.2	82	5.3	A-1-a Si.Sa.Gr.	
		6½"-13"	Pit Run Base										6.6		
		13"-34"	Subgrade										11.6		
1153+00 3' Rt.	150	0-5"	Oil Mat												Excessive bleeding, r[illegible]ted, patche[illegible]
		5"-5½"	Level										7.9		
		5½"-11"	5"	28.6	14.6	9.6	24	0	24.0	12.7	17.45 1.0	84	10.6	A-1-a Si.Sa.Gr.	
		11"-24"	4"	13.1	5.5	3.4	26	3	22.1	18.1	13.71 1.4	82	8.5	A-1-a Gravel	

Station	Hole No.	Depth	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	CBR Value	Nat. Moist.	Classif.	Remarks
1140+00 3'Lt.	149	0-3"	Oil Mat												Excessive bleeding, rutted.
		3"-4½"	3"	42.7	27.3	20.4	25	3	17.6	15.1	12.95 0.6	72	13.7	A-1-b Sa.Si.Gr.	
		4½"-9"	Pit Run Base										12.9		
		9"-29"	Subgrade										7.4		
1127+00 3'Lt.	148	0-4½"	Oil Mat												Excessive and rutted.
		4½"-5½"	Level										7.2		
		5½"-12"	3"	40.3	11.3	6.1	21	0	52.9	12.7	16.92 1.2	63	6.8	A-1-a Si.Sa.Gr.	
		12"-37"	4"	35.0	17.6	13.6	26	4	20.1	21.8	14.78 1.7	73	21.9	A-1-a Sa.Si.Gr.	
1114+00 3'Rt.	147	0-4½"	Oil Mat												Excessive bleeding, excessive [illegible]
		4½"-5½"	2"	59.8	26.0	18.0	23	1	32.4	NSM	17.79 1.5	68	6.9	A-1-b Si.Sa.Gr.	
		5½"-10½"	Pit Run Base										9.1		
		10½"-17"	Subgrade												
1101+10	1	0-18"	- -	- -	99.2	91.9	27	1	- -	- -	- -	6	- -	A-4 (8) Sa.Si.	
1101+00 2'Lt.	146	0-5"	Oil Mat												Excessive and rutted.
		5"-9"	Level										7.1		
		9"-21"	4"	39.4	13.9	10.7	24	0	40.0	16.1	16.06 1.2	81	11.8	A-1-a Si.Sa.Gr.	
		21"-60"	2"	96.8	92.6	86.3	26	3	5.0	NSM	NSM	11	25.8	A-4 (8) Sa.Si.	

RECEIVED
JUN 9 - 1966

FOR FILING

I-80N-5(20)
7097

Moehring

(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 3, 1966

In reply refer to: 08-35.7

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section, Old Oregon Trail Highway
File 39140 - Brown's Dairy

In our review of the above file we are unable to find any support by the appraiser for $3,000 of the $4,867 in damages assessed against the remainder property because of the taking.

In the Income Approach these damages are shown in connection with the contribution to value of the remodeling; in the Cost Approach they are apparently included as a portion of the depreciation increase in the after value determination. It should also be noted that the appraiser has not completed the "five year sales history of subject" section, and has omitted any correlation of his two approaches to value.

Before Federal funds can participate in the settlement of this file we will require:

a. that the appraiser submit additional documentation supporting his opinion of this $3,000 damage to the remainder.

b. a second appraisal on the property prepared by a fee appraiser from other than the Pendleton area.

4 Moehring
Orig 6-7-66

NOTED
F.B. KLABOE

It is our recommendation that such inadequately documented appraisals not be accepted by the Reviewing Appraiser, but rather should be returned to the appraiser for necessary support prior to release of the file for negotiation.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8 - 1966

FOR FILING

I-80N-5(20)

Rohde

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 2, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7097

sp

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton By-pass Section

Attached is a copy of a memorandum concerning a meeting that was held in Chief Counsel Rohde's office on June 1 to discuss the appraisals made by William H. Scharn and Glenn A. Gilbert. The memorandum is self explanatory. It was mutually agreed at the meeting that a sample of ten residential parcels would be reappraised in order to determine fair market value. It was decided that this office would provide a list of parcels to be reappraised and that an independent fee appraisal would be secured from an appraiser with a wide background in residential appraising and with the ability to prepare a well supported appraisal report. It is our understanding that you have selected Merwin O. Gainer of Portland, Oregon to perform this service.

It was our understanding that the State would withhold further negotiations on those parcels appraised by Mr. Gilbert or Mr. Scharn on amounts that exceeded $5,000.00 pending receipt of the additional appraisal and further discussion between this office and your Right of Way Section. The sample list of parcels to be reappraised follows:

Parcel	Property Owner	Present Review Appraisal
38919	Woodworth	$ 11,100.00
38904	Forth	9,500.00
38871	Lavadour	12,800.00
38890	Jennings	12,500.00
38892	Bain	17,300.00
38867	Melton	8,000.00
38877	Graybill	13,500.00
38882	Applegate	9,300.00
38894	Wells	8,000.00
38865	Brady	12,900.00 *

*(Original review was $14,300 and following BPR request for further support was reduced by the State to $12,900 and settled for this amount)

orig to Rohde
cc pg to Young
6.7

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is noted that your Property Management Section proposes to sell several of the residences to be appraised. These residences should be withdrawn from the sale. Any other buildings to be sold should be thoroughly photographed prior to sale for possible future use.

Attachment

RECEIVED
JUN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street, NE
Salem, Oregon 97301

FILE

June 2, 1966

08-35.7

C. J. Mathias, Division Right of Way Officer
Salem, Oregon

Oregon Project I-80N-5(20)204
Pendleton By-pass Section

A meeting was held in Chief Counsel Rohde's office at 1:00 PM on May 31, 1966 to discuss the residential appraisals prepared by Fee Appraisers Glenn Gilbert and William Scharn on the Pendleton By-pass Section. Personnel present were:

State Highway Department

Chief Counsel G. E. Rohde
Deputy State Highway Engineer R. L. Porter
Right of Way Engineer D. H. Moehring
Assistant Counsel Frank McKinney
Appraisal Supervisor Carl Smith
Review Appraiser Carl Schmidt

Bureau of Public Roads

Division Engineer A. W. Parsons
Regional Appraiser Adolph Susan
Division Right of Way Officer C. J. Mathias

The purpose of the meeting was to discuss appraisal deficiencies found on this project by the Bureau's Division Right of Way Officer and Regional Appraiser. Over the past several months the Bureau has provided to the State, by letter and memorandum, lists of deficiencies found in the appraisals of Mr. Scharn and Mr. Gilbert. It is the Bureau's position that:

1. The sales study made by the State Highway Department includes 22 improved residential sales of which 11 occurred in the year 1963 or earlier. There is a variety of residential property on this project and the use of such a limited sample of sales, many of which are old, does not provide good supporting information for the appraisals. The Fee Appraisal reports rely almost entirely upon this sales study except in rare instances. The sales study lacks adequate information concerning the improvements.

(more)

2. The use of such a limited sales sample has led to large adjustments between sales data and subject properties. In many instances the sales are not comparable with the subject properties. Inspection in the field indicates that certain adjustments are unreasonable.

3. In some of the appraisals the subject residence is shown as smaller in size than the sales used but plus adjustments are made to the subject residence for size. There are other indications in the reports that cash sales are not considered market sales. In many instances there is poor narrative explanation provided for the adjustments made between sales and the subject properties.

4. On several commercial properties reliance has been almost completely on the cost approach. (Files 38883 and 38887)

5. It was the Bureau's position, based upon the inadequate supporting data in the appraisals, that many value estimates exceed market value.

6. It was our position that Review Appraisers should require adequately documented appraisal reports and return reports (retaining one copy for the State's file) for further support when deficiencies of the type found on this project exist.

It was the State's position that members of the Right of Way Section have reviewed the appraisals and inspected the properties and have come to the conclusion that the appraisals represent market value. The State indicated that they are expanding their sales study to include properties beyond the immediate project area. State personnel indicated that the sales study made along the project had been comprehensive in securing all sales that had taken place. The State indicated that they believed the appraisals were in line with the Bureau's position of treating the property owner fairly and in line with Highway Commission policy.

After considerable discussion the Bureau indicated that they felt that all property valued above $5,000.00 by Mr. Scharn and Mr. Gilbert that had not been optioned should be reappraised by an outside independent fee appraiser with a wide experience in residential appraising and with the ability to write a well documented report. It was the State's suggestion that a sample of parcels be reappraised rather than the entire remaining project. It was mutually agreed that the Bureau would supply a list of ten properties and that the State would secure an independent fee appraiser to provide a value estimate. It was our understanding that negotiations would not proceed any further on those parcels that are valued above $5,000.00 where the appraisals were prepared by Mr. Scharn or Mr. Gilbert. It is our understanding that at the time the reappraisals are completed the Bureau and State will consult concerning the results and decide what further action needs to be taken.

RECEIVED
JUN 1 - 1966
FOR FILING
I-80N-5(19)204
7097

June 1, 1966

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Re: Wallulis and Staebler Consulting
Engineers, City of Pendleton,
Pendleton Section, Old Oregon Trail
Highway, Umatilla County

In reply to your letter of May 11, we find the use of Wallulis and Staebler as consulting engineers to perform all engineering work for the City which is necessitated by our Pendleton Section project to be satisfactory. However, this is subject to the State's approval of the formal agreement between the City and the firm of Wallulis and Staebler.

No work should be performed by Wallulis and Staebler prior to the execution of this agreement and its approval by the State and the Bureau of Public Roads for which the City expects reimbursement from the State.

The agreement must be prepared in conformance with PPM 40-6. Be sure to include in the agreement the provision that all records will be available for inspection during the contract and for three years thereafter, as detailed in paragraph 5 of PPM 40-6.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

PGP:bjm srb

cc: Mr. A. W. Parsons, Bureau of Public Roads

Mr. Forrest Cooper	Mr. Victor D. Wolfe
Mr. R. L. Porter	Mr. F. D. Morgan
Mr. C. H. Maison	Mr. T. W. Litchfield
Mr. J. W. Valentine	Mr. A. F. Parson

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

3160

MAY 12 66

May 11, 1966

Routing
Walker
Swan
Litchfield
Olson

RECEIVED
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to my letter of February 9, 1966 in which I informed you of the City of Pendleton's intention to contract with a Consulting Engineer for engineering services for the relocation of city owned utility lines (sanitary sewers, water, and some storm drains) and the possibility of streets in the vicinity of the John Day Highway Interchange. This is our formal request to contract with Wallulis and Staebler Consulting Engineers located at 213 S.W. Emigrant Avenue in Pendleton to do the following:

1. Prepare preliminary designs, plans, and estimates.
2. Conduct all necessary field surveys and computations.
3. Prepare final designs, plans, and estimates.
4. Prepare all necessary easement descriptions, forms and exhibits.
5. Prepare all contract documents.
6. Do all the necessary field staking and inspection.

All of the above functions would be subject to the review and approval of the Oregon State Highway Department and the City of Pendleton.

All of the above functions would pertain to all of the sanitary sewers, sanitary sewer service lines, water lines and water service lines, and only those storm drain lines that are not an intregal part of the freeway or highway drainage systems and possibily all the street relocations required in the vicinity of the John Day Highway Interchange, that are directly or indirectly effected by the Interstate 80 N highway, related road construction and right-of-way acquisition (Pendleton Section).

The City of Pendleton will be preparing soon a formal agreement between the city and the firm of Wallulis and Staebler. Upon completion of this agreement and prior to the signing by either party, the agreement shall be submitted to the state for approval.

Very truly yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

KWC:jd
CC: Kent W. Cox
Assistant City Engineer
F.B. Klaboe
Assistant State Highway Engineer
Wallulis and Staebler
Consulting Engineers

MAY 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1966
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

RECEIVED
MAY 26 1966
FOR FILING

F. B. Klaboe

Form
Commissioners
Glenn L. Jackson, Chairman
Medford
Kenneth N. Fridley, Member
Wasco
David B. Simpson, Member
Portland
Floyd Query, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Forrest Cooper
State Highway Engineer
R. L. Porter
Deputy State Hwy. Engr.
G. E. Rohde
Chief Counsel

I-[illegible]
7097

May 19, 1966

Mr. A. J. Parsons, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Subject: BPR Memo dated May 13, 1966
File 38925 - Dougherty
Umatilla Co.
[illegible]
Pendleton [illegible]

NOTED
R. L. PORTER

Attention Mr. C. J. Mathias

Dear Mr. Mathias:

Reference is made to your Memo of the above date concerning that paragraph regarding File 38925. In the middle of the paragraph you state, "Ordinarily such an unfinished dwelling would be penalized in the market to a greater extent than just the cost to complete".

In my experience and reading I have not before seen this statement. I recognize that if the owner who is building a house has gone to a point of distress this would be likely to happen. I doubt, however, if the owner were not in distress that this would happen and I understand that there are builders in the business of bringing a house up to a certain point of completion then selling the house for the owner to complete. It is also my understanding that these contractors are many times successful operators.

Before requiring appraisers to give any credence to the above stated opinion it will be necessary that documentation is submitted citing direct references to authorities on the subject and also citing actual transactions in the open market that are free from financial distress or other undue pressure.

Very truly yours,

G. E. Rohde
Chief Counsel

D. H. Moehring
Right of Way Engineer

CES:cpl
Attachment
cc: G. E. Rohde
M. R. Mitchell
F. B. Klaboe ✓
L. H. Young

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Porter:
[illegible]
Mathias –
[illegible]
F

RECEIVED
MAY 20 1966

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

[illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(20)-[illegible]

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 13, 1966

In reply refer to: 08-35.7

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204 - Pendleton Bypass Section
Right of Way Acquisition

A review of the written fee appraisal reports on this project reveals instances of inadequate support for value estimates as a basis for Federal participation in a right of way settlement.

The fee appraisers are relying almost completely for sales information upon the sales study provided by the State Highway Department. This study includes 22 improved residential sales, of which 11 occurred in the year 1963 or earlier. There is a variety of residential property on this project, and the use of a limited sales sample -- many of which are older sales -- does not provide in many instances good supporting information for the value estimates. Based upon the sales information being used, we can only come to the conclusion that some of the appraisals we have reviewed are above market value.

Within the next few days we will forward to you a list of the deficiencies found in the appraisals reviewed by this office. In the meantime we are requiring as a basis for Federal participation the following additional action:

Parcel 38919, Woodworth:

We will require a second appraisal on this property. In addition, Mr. Scharn should supply any additional supporting information that he has available for his value estimate. This property involves a 680 square foot 1-bedroom dwelling with a detached garage and squirrel house. The squirrel house evidently violates city ordinances. The appraisal has been done on the cost approach, both for the dwelling and squirrel house. The State's sales study does contain several recent sales of such size dwellings which would be more indicative of value than that found by the cost approach. In addition, it is highly questionable that the market would pay almost the cost new for the squirrel house.

orig to Mehring 5-17-66
copy to Young 5-20-66

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Parcel 38904, Forth:

We will require a second appraisal on this parcel, plus any information that can be offered by appraiser Gilbert for his value estimate of $9500. This small dwelling is located on an undersized lot and is backed up to a steep cliff. The analysis of sales by Mr. Gilbert does not substantiate the increase over the comparable sales. Insufficient information exists as to the finished basement, to justify the large increase on such a small dwelling. In addition, Mr. Gilbert uses a sale of $7500 which sold for cash (411 SW. 17th) and his sales sheet indicates, "The sale recorded here appears to be a good indication of market." In his analysis of the sale he indicates, "This was a cash sale however, indicating it might be below market." This sale has been used in many appraisals made by Mr. Gilbert, with substantially the same comment. Inasmuch as the information on the sales sheet and in the appraisal analysis is contradictory, additional information is requested as to the reasons the sale is below market.

Parcel 38883, Stover:

An additional appraisal is required on this property for the reasons outlined in our letter of May 4, 1966, a copy of which is attached.

Parcel 38871, Lavadour:

We are requiring a second appraisal on this property, plus any additional support that Mr. Scharn can offer for his appraisal. The sales data used to support his value includes sales which are not comparable to the subject. In addition, some of the adjustments are subject to considerable question, particularly the column involving age and condition. The age and condition adjustment for Sale 10 appears contradictory.

Parcel 38890, Jennings:

The sales used by Mr. Scharn to support his value estimate are over 2 years old, and the sale given the greatest weight is over 3 years old. It is required that the appraiser submit more recent sales data to support his value estimate.

(more)

Parcel 38882, Applegate:

Mr. Scharn's appraisal includes plus adjustments for size on the three sales compared with the subject. Two of the sales sheets indicate the sale to be of larger size than the subject. It is required that Mr. Scharn supply additional information to justify his analysis.

Parcel 38868, Presler:

The sales used to support this appraisal were in 1960, 1962, and 1964. Large adjustments are made for size, even though the sales sheets would indicate that only one of the sales is smaller than the subject. The lot size adjustment appears questionable, due to the extreme depth and unusable part of the back end of the subject. The location adjustment appears unreasonable. We will require that Mr. Scharn provide support in the form of sales which require less adjustment, and if possible, sales of more recent vintage.

Parcel 38925, Dougherty:

Additional information is required from the fee appraiser concerning his value estimate of $11,000. The appraiser indicated that this unfinished dwelling, when complete, would have a market value of its cost new less cost to complete. Ordinarily such an unfinished dwelling would be penalized in the market to a greater extent than just the cost to complete. In addition, the appraisal indicates the house has been under construction since 1958, and there would undoubtedly be a small amount of depreciation against the exterior shell.

Parcel 38887, Dudek:

Both appraisers have relied completely on the cost approach to value this commercial property. Their reports indicate there are no sales available. While the cost approach is certainly acceptable as a basis for a value estimate, it is our belief that when market data is not available, that a commercial property of this value should be supported by an income approach. Your comments are requested.

It is our finding that the quality of the appraisal work is not up to the usual State standards on this project. We believe it could be improved by the following action:

(more)

1. Require fee appraisers to broaden their sales study of improved residential properties in order to avoid using old sales or sales which require large adjustments to the subject property.

2. Return weekly supported appraisals to the appraiser in question, for additional support before releasing a review appraisal. A record copy of any returned appraisals should be retained in the State's files.

Settlements on the above-mentioned cases must be placed in a non-participating status pending completion of the required action.

RECE[illegible]
STATE [illegible]

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 4, 1966

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 38883, Stover

The appraisal review covering the above-mentioned parcel indicates that just compensation is $78,640, of which $61,700 is allocated to land. The high appraisal uses $2.50 a square foot for land and the low appraisal $2.23 a square foot for land.

The property is presently improved with cabin motel units which are rented on a weekly and monthly basis due to their inability to compete with newer motel units in Pendleton.

The appraisals, in effect, add the depreciated value of the cabins to the land value. While there appears to be little question that the highest and best use of the entire property is for commercial purposes, there is question as to whether or not the present improvements represent the highest and best improvement of the property.

The appraisal selected indicates there are no sales of comparable properties. An income approach has not been done on this property, and it does not seem from the information in the appraisals that it could support the value placed on the property.

Therefore, in accordance with paragraph 5h of PPM 21-4.1, we are requiring the State to secure an additional fee appraisal and to request Mr. Scharn and Mr. Thomas for comments and additional support for their value estimates.

cc:
Region (08-00.7)
OSHD(D H Moehring)
OSHD(Carl Smith)
Mathias

P

RECEIVED
MAY 6 - 1966

FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(20)204

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 4, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(20)204
Pendleton Bypass Section
Parcel 38883, Stover

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The appraisal selected indicates there are no sales of comparable properties. An income approach has not been done on this property, and it does not seem from the information in the appraisals that it could support the value placed on the property.

Therefore, in accordance with paragraph 5h of PPM 21-4.1, we are requiring the State to secure an additional fee appraisal and to request Mr. Scharn and Mr. Thomas for comments and additional support for their value estimates.

orig to Moehring
5-5-66
copy to Young
5-6-66

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MAY [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING
I-80N-5(27) 204
7097

April 8, 1966

Mr. Rudy Enbysk
City Manager, Pro Tem
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Adjustment of City Utilities
City of Pendleton, Pendleton
Section, Old Oregon Trail
Highway, Umatilla County

Dear Mr. Enbysk:

This is in reply to your letter of February 21, 1966, concerning the adjustment of City-owned water lines which conflict with the above-captioned project.

The adjustment of City-owned water and sewer lines has been studied by our Design Section. A preliminary design has been sent to our Field Utilities Liaison Engineer, Mr. J. W. Valentine, who will visit you in the near future and review it with you. From this you may be able to determine how this work could be separated into contracts of a size which could be handled by a local contractor.

You should also be advised that the adjustment of your facilities must be performed in conformance to Policy and Procedure Memorandum 30-4 and all its supplements, a copy of which is attached, and the consulting engineer must be in conformance to PPM 40-6, a copy of which is also attached. You are also referred to Mr. J. M. O'Connor's Memorandums dated August 3, 1965, and February 7, 1966, regarding Title VI of the Civil Rights Act of 1964, Interpretations Relative to the Applicability of the Civil Rights Assurances.

In addition, please bear in mind the State must have certification from you that the low bidder on each project is a qualified contractor for the size and type of work which is being contemplated, and each contract must conform to paragraph 6 of PPM 30-4 and also to PPM 30-4(6).

The procedure you must follow essentially is as follows:

(1) Retain a consulting engineer in conformance with PPM 40-6. Prior to performing any work, the consulting engineer and his agreement with the City must be approved by the State.

(2) The consulting engineer then must prepare plans, specifications and estimates for each of the projects contemplated by the City.

(3) Prior to calling for bids, each of the projects must be approved by the State and the Bureau of Public Roads.

(4) Upon receipt of advice from the State that the plans have been approved, you may then advertise for bids on a project.

(5) Prior to the award of any contract a tabulation of all the bids must be submitted to the State so that we may concur in the award.

(6) Upon receipt of approval from the State, you may proceed to award the contract.

The administration of these contracts is the responsibility of the City, although the State will have an Inspector on the job from time to time to observe the progress of your contractors. Any extra work which becomes necessary during the course of any contract must receive prior approval from the State and the Bureau of Public Roads before it is undertaken. The procedure outlined above must be followed for each contract. If all work were included in one contract this procedure must be followed one time only.

Any questions you may have regarding this procedure should be referred to Mr. J. W. Valentine, Post Office Box 850, La Grande, Oregon 97850, telephone 963-3177, or our Utilities Liaison Engineer in Salem, Mr. T. W. Litchfield.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
T. W. Litchfield
A. F. Parsons
J. W. Valentine (Encl.)

Attachments

TWL:bjm srb

2840

THE CITY OF PENDLETON

P. O. Box 110
PENDLETON, OREGON 97801

February 9, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This letter is to inform you of the City of Pendleton's recommendation to the Oregon State Highway Department concerning the engineering and construction of the relocated utilities at the proposed Interstate 80N site. As I interpret the agreement between the City and State, the City is to do the engineering for the relocated city utilities and be compensated for any incurred expense. Because of the present work load and small staff of the City Engineering Department, all the engineering required for this job will have to be contracted.

It is further recommended that each of the utility location projects be bid separately from the prime Throughway contract. An exception to the above recommendation could be made in the case of storm drain projects which are an integral part of the highway drainage system and the city street drainage system. This would allow local contractors to bid on the relocation of utilities on a competitive basis.

I would appreciate an early reply.

Very truly yours,

Rudy Enbysk

Rudy Enbysk
City Manager, Pro-Tem

THE WORLD'S ROUND-UP CITY

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STATE HIGHWAY ENG

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OREGON
STATE HIGHWAY COMMISSION

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APR 1966

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

I-80N-5(39) 284

7097

March 31, 1966

Mr. F. B. Klaboe
State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

In reply to your letter of March 30, 1966, Mr. Gardner may have implied that the old sewage disposal plant would be abandoned after the 1965 canning season. This in fact, however, is not the case and we are relying on its use for the current years canning season.

We are now in contact with CH2M for re-evaluation of our Sewage Plant needs in light of a January, 1966 study made by our plant operator. It is our hope that after this review some action can be taken to relieve the need for this facility in 1967.

The attitude of Pendleton has not changed regarding mutual cooperation with the State Highway Department. We are pleased that we have been able to work so well together.

Thank you for the inquiry and your understanding.

Sincerely yours,

Rudy R. Enbysk
City Manager, Pro Tem

REFERRED TO
Olson
Engr.

Get plan in this area so I can discuss with Klaboe.

RRE:slk
cc: Mr. Forrest Cooper

Routing

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

RECEIVED
MAR 30 1966
FOR FILING

Maint
Traffic
City
Pendleton

March 30, 1966

Mr. Rudy R. Enbysk
City Manager Pro Tem
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Re: Pendleton Section, Interstate 80N
Umatilla County

During the preliminary design study of the interstate freeway through Pendleton, we had many informal meetings with representatives of your City and the route as presently proposed was influenced greatly by their desires and suggestions.

One element of this study involved the long tangent alignment which runs from the present highway near Airport Road, through the edge of the State Hospital property, and crosses the Pendleton-John Day Highway near the Tutuilla Creek Bridge. This line passes through the old sewage disposal plant which lies between Tutuilla Creek and the Harris Pine Mill property.

As you may know, our original alignment in this area, as shown in Technical Report No. 62-3, Pendleton Freeway Report, was across Tutuilla Creek, cutting into bluffs. Both line and grade were improved by the move out into the lower ground which was made after we determined that such a line would be acceptable to the State Hospital people, and after being advised by Mr. Gardner that the old sewage disposal plant was to be abandoned after the 1965 canning season.

Please advise whether or not the same situation still exists.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
A. F. Parson

ADO:jp srb

FORM 8-30 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1966

SUBJECT: Pendleton Section
I-80N - Umatilla County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

During the negotiation stage of the Pendleton Bypass study, the line was moved off of the bluffs along the Umatilla River as shown in Pendleton Report No. 62-3, onto the flats, cutting across the end of the State Hospital property and on a long tangent, passing through the old sewage disposal plant. This alignment, both horizontally and vertically, is superior to the original line and was also estimated to be less costly. Original projections had avoided this flat ground on the understanding that the State Hospital people would violently oppose any reduction in area. This was found to be exaggerated and the new line was projected.

Mr. Gardner, then City Manager of Pendleton, advised us (verbally) that the old sewage plant was used only during the canning season to take the peak load from the pea canning industry, and that CH2M was in the process of making a study which he believed would indicate that the plant should be abandoned following the 1965 canning season. Subsequently, we were advised (verbally) that if they could use the cannery through the 1965 season that it could then be abandoned.

We are now in the process of purchasing right of way on the project and our field people advise us that they are getting murmurs that the plant is still needed during canning season and that it cannot be abandoned. To my knowledge, field personnel have not approached the City on the matter since they were not sure of their ground on any previous commitments.

Since both the City Manager and City Engineer have moved on and no written material can be found on the matter, I believe it would be in order

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MAR 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

to send the City of Pendleton an inquiry into the matter so that we might establish the understanding which lead to our present location, and to determine whether the rumors have a basis in fact or are just rumors. A rough draft of such a letter is attached.

If further past history is desired, Mr. Shaw and Mr. Wolfe were the chief negotiators on the Pendleton Bypass.

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jp
Attach

cc: A.F. Parson, LaGrande

RECEIVED
MAR 18 1966
FOR FILING
I-80N-5(29)204
7097

March 18, 1966

Mr. Kent W. Cox
Assistant City Engineer
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Cox:

This will acknowledge your letter of March 8 requesting further information concerning the matter of interchange illumination on Interstate 80N in the vicinity of Pendleton.

The table below shows the anticipated and required total ramp volumes for interchange illumination on unlighted freeways. Required volumes are those shown in the American Association of State Highway Officials Informational Guide, a copy of which was sent to you with my last letter.

Interchange	Anticipated Total Ramp Volume	Required Total Ramp Volume
West Pendleton	1,750	3,000
Pendleton-John Day Hwy.	2,650	3,000
Third Street	1,800	3,000
East Pendleton	700	1,000

The anticipated volumes shown are for the year of the opening of the freeway. It will be noted that the volumes are considerably lower than those required by the American Association of State Highway Officials.

In regard to your question regarding cost, each interchange would require approximately 30 luminaire units of the 400-watt mercury-vapor type. Since each area has its own power cost rate structure, I would suggest you contact your local utility company for additional power cost information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. F. Parson (enc.)

LEG:aa jwa

3039

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

March 8, 1966

[illegible] TO
Edwards

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Thank you for your quick response to my initial inquiry about throughway interchange lighting.

In your March 1, 1966 letter it is stated that traffic volumes form the major basis for warrenting interchange lighting. In the design phase of the interstate throughway I am sure you conducted a traffic volume survey and projection at each interchange for Pendleton. Is it expected that the traffic volumes projected at each interchange will meet the minimum warrents for interchange lighting?

It is proposed that upon completion of the Interstate 80N, Pendleton Section, The City of Pendleton will have within its budget sufficient funds to light all approach streets up to the individual interchanges. This, of course, is only proposed and can not be definitely stated until each fiscal year budget is passed.

You also state that the City would be responsible for all future power costs of the interchange lighting. It would be necessary, before the City could be committed to this, that an estimate be prepared by the State as to expected annual power cost for the lighting of each interchange.

RECEIVED
MAR 1 0 [illegible]
OFFICE OF
STATE [illegible]

Very truly yours,

Kent W. Cox

Kent W. Cox
Assistant City Engineer

cc: Tom Edwards, Assistant
State Highway Engineer

Rudy Enbysk,
City Manager Pro-Tem

RECEIVED
MAR 14 1966
TRAFFIC ENGINEERING

RECEIVED
MAR 1 0 1966
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

4479

RECEIVED
APR 14 1966
FOR FILING

March 17, 1966

MISC. CONTRACTS and
AGREEMENTS No. 5007

Umatilla County Court
Courthouse
Pendleton, Oregon

Agenda Item
4g
3-8-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Throughway Agreement covering Pendleton Section of Old Oregon Trail (I-80N) in Umatilla County.

A conformed copy of the agreement has been sent to the City of Pendleton for their records and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: City of Pendleton
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAR 8 - 1966

FOR FILING
I-80N-5(27)004

7097

March 8, 1966

Mr. Rudy Enbysk
City Manager, Pro-Tem
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Pendleton Section
Old Oregon Trail Highway
Umatilla County

Dear Mr. Enbysk:

This is in answer to your letter of February 23 regarding scheduled dates for seven items on the Pendleton Section of Interstate 80N.

1. The first right-of-way purchase was made in February 1966.

2. Right-of-way purchases must be terminated by the time the project is open for bid. See item 4.

3. No utility relocation schedule has been determined at this time. Our Utilities Engineer will be in contact with you on this matter in approximately two weeks.

4. Bid opening is tentatively scheduled for September 1966. Please note this is "tentative".

5. The latest date that occupancy within the right-of-way is normally allowed is 60 days prior to the bid opening. See item 4.

6. Building demolition, removal or leasing is handled individually as property is purchased. Sometimes buildings can be leased until right-of-way is needed for construction; however, an attempt is made to sell all buildings so that they may be removed from the right-of-way. No general date can be set since this depends on the individual case.

7. When the contract is awarded, the number of working days are set based on the best estimate of the time required to do the job, taking into account the time of

year of letting the contract, the anticipated length of working season for the area, et cetera. No estimated date of completion has been established for this job.

I am sorry that no more definite information is available at this stage of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

DNS:jp srb

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 66-50-Se

Phone 364-2171
Extension 1501

FOR IMMEDIATE RELEASE February 25, 1966

To assist those who will necessarily be relocated because of the routing of the Pendleton Section of Interstate 80N, the State Highway Department announced today that it is opening a relocation office in Pendleton early in March.

The office will be located at 2100 Southwest Emigrant Avenue, the former location of the Wells Realty Office. In charge of the office and representing the Legal and Right of Way Division of the State Highway Department will be Donald Jones. It is expected that the office will be in full operation by March 7, although personnel will be available prior to that date to lend assistance to those who need it.

Forrest Cooper, state highway engineer, announced that the right-of-way appraisal and negotiation program is just getting started on the estimated $10 million project. It is estimated that approximately 150 dwellings and 15 small businesses will necessarily be relocated because of the project.

Highway Department right-of-way officials emphasized that their office was not in competition with local real estate firms but was there to gather information and make it available to people. The State office will have real estate listings of places for rent or sale, FHA and State Veteran offerings, Small Business Administration information, and private listings of property. In addition, the office will have maps of the proposed project to enable property owners to definitely determine if they will be affected.

The Highway Department publishes two booklets available to the public explaining its policy on relocation matters. These will be available in the new Pendleton office and will be given to all affected by the relocation. The State will pay up to $200 of the actual cost of a move caused by relocation of a family and up to $3,000 for the relocation of a farm or business.

(more)

These and other problems are explained in the booklets, "Relocation Questions and Answers," and "You and Your Highway Right of Way."

Mr. Cooper asked that anyone having problems or seeking advice on relocation contact the representatives of the Legal and Right of Way Division in the Pendleton area for necessary information and assistance.

####################

2962

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

February 23, 1966

Klaboe

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 23 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The City of Pendleton has, in the last few months, received numerous requests for information about the right-of-way purchase and construction schedule of Interstate 80-N, Pendleton Section. As I understand, the relocation of utilities will have to be complete prior to actual highway construction. This will affect only a small portion of the right-of-way area.

If possible, I would like a preliminary schedule listing at least the following:

1. Date of initiation of first right-of-way purchase. 2/66
2. Date of termination of right-of-way purchase. At time of bid opening
3. Utility relocation schedule. [illegible]
4. Bid opening and award date. Tentatively [illegible]
5. Latest date that occupancy within right-of-way will be allowed. 60 [illegible]
6. Date for building demolition or removal within right-of-way. Individual cases
7. Date for actual highway construction (begin and complete). [illegible]

Some of the business within the proposed right-of-way have expressed concern as to whether or not they can continue their business during the Pendleton Round-Up (September 14-18, 1966).

Sincerely,

Rudy N Enbysk

Rudy Enbysk
City Manager, Pro-Tem

nt W. Cox
ssistant City Engineer

F.B. Klaboe
Assistant State Highway Engineer

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1966
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

RECEIVED
MAR 2 - 1966
FOR FILING

I-80N-5(29)204

7097

March 1, 1966

Mr. Kent W. Cox
Assistant City Engineer
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Cox:

In a recent letter directed to our Traffic Engineer, you requested information on the State Highway Department's policy of illumination for interchanges and, in particular, how far such lighting would extend toward town from the interchange.

In those cases where interchange illumination is warranted on the Interstate system, it is installed only within the confines of the interchange area. Any illumination installed at this type of location must have the approval of the Bureau of Public Roads. Any such installation, therefore, is contingent upon their approval and participation in the project.

There are certain warrants compiled by the American Association of State Highway Officials that govern the installation of illumination on the Interstate system. A copy of the applicable section is attached. Of necessity, both the Highway Department and the Bureau of Public Roads must base their projects and approval on these warrants.

It is noted from the attachment that traffic volumes form the major basis for the warranting conditions. It is also noted that under Case B-6 the local governmental agencies are required to assume a financial portion of the project. The attachment is an excerpt from "An Informational Guide for Lighting Controlled Access Highways", which is published by the American Association of State Highway Officials, 917 Press Building, Washington, D.C.

In those cases when illumination is installed, lights are provided for the on- and off-ramps up to the ramp terminals at the intersecting cross street.

In order to initiate an illumination project on the interchanges adjacent to the city of Pendleton, it would be necessary for the City to install lighting to modern standards on the approach streets up to the interchange proper. It would also be necessary that the City of Pendleton assume all future power costs of the interchange lighting. The State normally cares for all future maintenance and the first cost of installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. F. Parson

LEG:aa jwa

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

January 31, 1966

REFERRED TO / /
ASST. TRAFFIC ENGR.

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Crandall:

The City of Pendleton is now in the process of preparing the 1966-67 fiscal year budget. Included in this proposed budget will be approximately $4,000 for additional street lighting within the City. It is expected that this total amount will be used to light one or more of the approaches from the interchanges on the new I-80N throughway. Before this street lighting can be planned, it is necessary to know the State Highway Department's policy on lighting interchanges and how far this lighting would extend toward town.

It is expected that with the street lighting monies from the 1966-67 and 67-68 budget all the approaches can be lighted.

Very truly yours,

Kent W. Cox

Kent W. Cox
Assistant City Engineer

KWC:ic

c.c. Rudy Enbysk, City Manager Pro-Tem

THE WORLD'S ROUND-UP CITY

RECEIVED
FEB 21 [illegible]
[illegible]

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

I-80N-5(27)
7097

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

February 23, 1966

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 24 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of November 3, 1965, which enclosed plan title sheets for two projects as follow:

Delena-Rainier Section, Columbia River Highway, Columbia County.

Pendleton Section, Old Oregon Trail Highway, Umatilla County.

There will be no wildlife problems in connection with the Delena-Rainier Section, and the plans are approved.

Regarding the Pendleton Section, we have the following comments. The Umatilla River has remnant runs of salmon and steelhead, and produces resident trout angling. The Umatilla basin is presently and in the future, undergoing intensive management efforts to improve the runs of anadromous fish. Further habitat removal must be prevented, if any chance of improving fish runs can be expected.

The planned channel change on Tutuilla Creek will not present any problem. The long channel change on the main river, however, will result in a much-shortened stream, creating greater velocities, and lack of transportation water, except during high stages.

We suggest the use of gabion emplacement as indicated on the attached diagram. Gabions have been used on the upper Umatilla River in the vicinity of the U.S.F.S. Umatilla Forks Campground. The gabions would reduce velocities, create pools, and provide low water channels, as well as provide rest and cover areas for fish. If the use of gabions is prohibitive because of cost, a similar effect could be produced by the use of boulders, following the same placement design.

2-24-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R.D. Asburry (2)
A. F. Parson (2)
lp

To avoid interference with migrating and spawning adult steelhead, it is requested that work on the channel change be confined to the period of from June 1 to November 1.

Your consideration of the above comments will be appreciated. If further details are needed by your local office, our district biologist, Mr. David Heckeroth of Pendleton (Phone 276-2344), will be happy to discuss any aspect of our recommendations on this project.

Very truly yours,

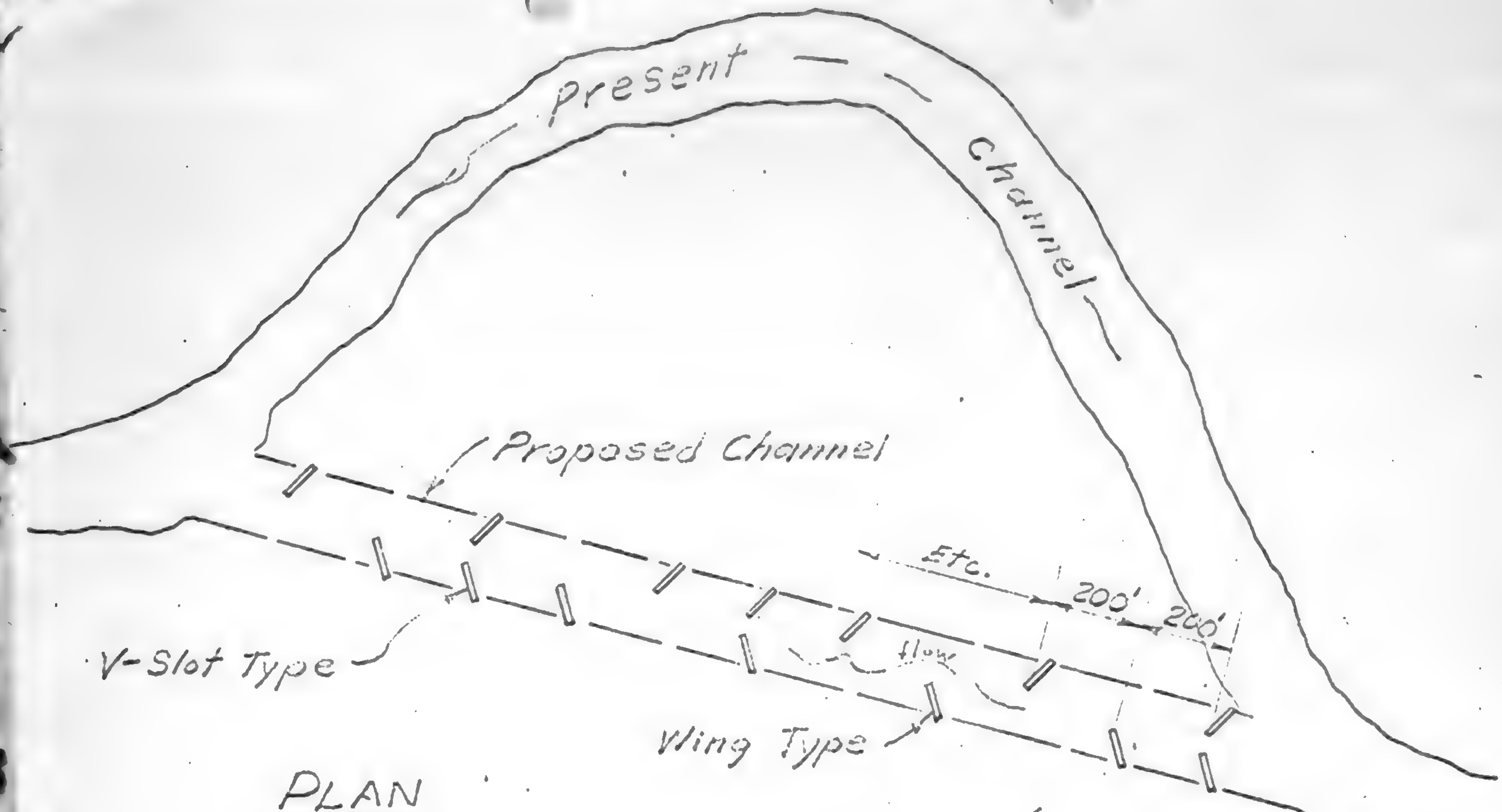
P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

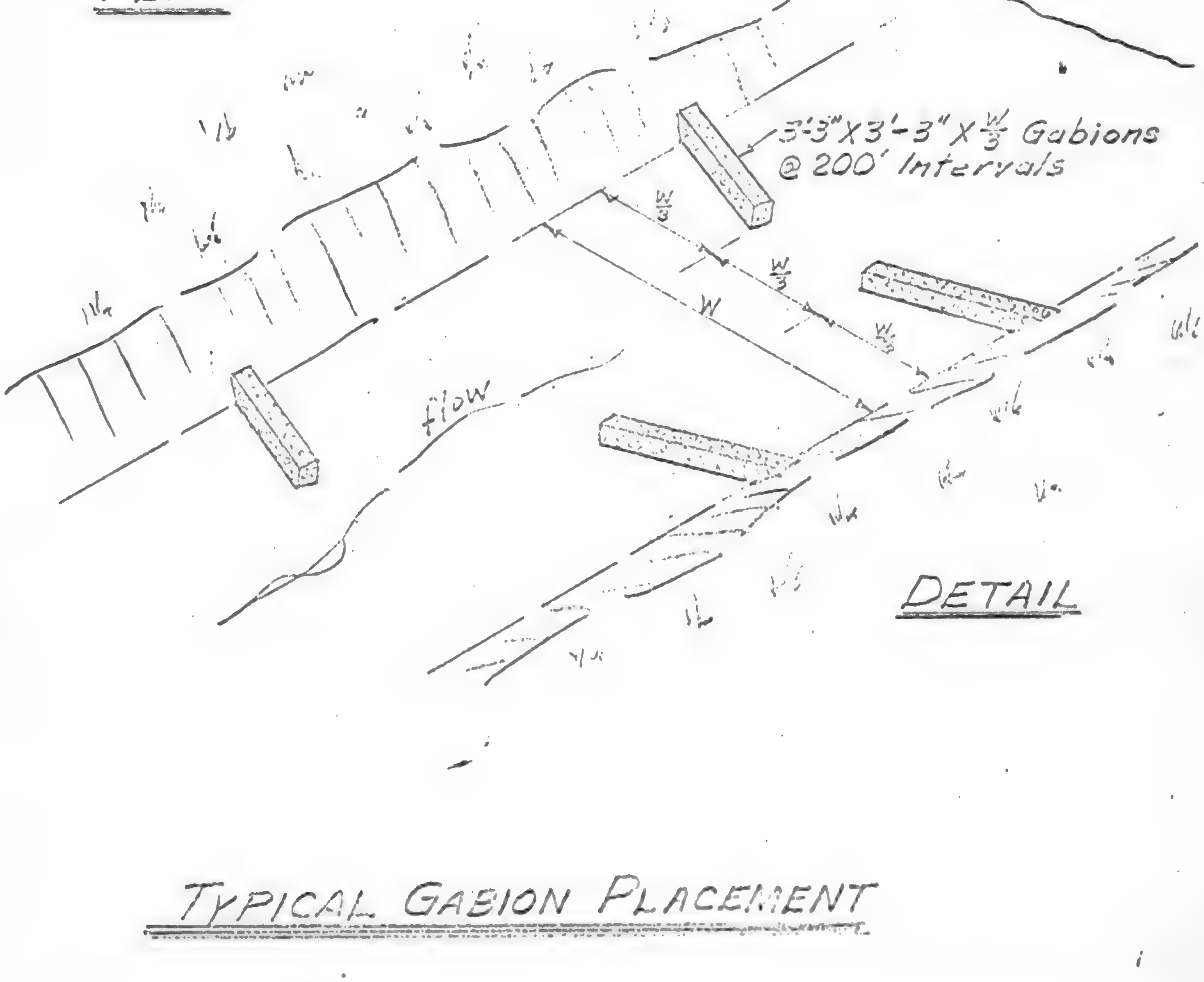
R. O. Koski
Chief of Liberations

ROK:dm
Att.

cc: Director OFC



PLAN



DETAIL

TYPICAL GABION PLACEMENT

RECEIVED
MAR 30 1966

file

FOR FILING
I-80N-5(27)104
7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1966

SUBJECT: Relocation in Pendleton

To: Mr. Victor Wolfe
Administrative Assistant

ADMINISTRATION

With the advent of a rather large acquisition program in the Pendleton area, we are again confronted with the unscrupulous real estate entrepreneur who goes about the area disseminating information concerning our acquisition activity. People of this type have no qualms about "establishing" vacation dates for property, and dispensing other "information" regarding our program.

I believe it might be advisable to get out a press release in the near future stating that our relocation advisory assistance office in Pendleton will be opened about the second week in March.

At the present time, we have under option, a building for this purpose; and as soon as we can get favorable action on the option by the Highway Commission, we will be in a position to vacate the present occupant, and open our office.

I will be most happy to give Mr. Earley any information he might require in the writing of a release.

The action of an individual holding himself out as a representative of the State in order to capitalize on the person who is displaced, is not new, as we have run into this situation before. I believe a press release will help out our program in this case.

G. E. ROHDE
Chief Counsel

for: John R. Oakes
D. H. Moehring
Right of Way Engineer

DHM:SM
cc: G. E. Rohde

RECEIVED
FEB 24 1966
OFFICE OF
PUBLIC INFORMATION

REFERRED TO Earley
BY ADMINISTRATIVE ASST.

Please see Mr. Moehring

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1966

I-80N-5(20)
7097

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 7, 1966

In reply refer to: 08-35.EC/710.11
X-file: I-80N-5(20)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(20)204
West Unit, Pendleton Section (ROW)

Our October 13, 1965 memorandum authorized right of way incidentals and relocation advisory assistance in Stage 1 for the subject project. Subsequently this project was converted to Stage 2 effective January 17, by a PR-9 action.

Mr. Young's January 27 letter requested authorization to proceed with actual acquisition from Station 1117+25 to Station 1487+37. This authorization is hereby granted with the understanding that participation on the northerly connection to the interchange at Station 1430 should extend only to the vicinity of Station 25+70.

The provisions of Paragraph 7d of PPM 21-4.4 as satisfied by Mr. Moehring's October 11, 1965 letter concerning relocation advising service are still applicable to this project.

REFERRED TO
Mohring - Young
By Asst. State Hwy. Engr.
2-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 8 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(29) [illegible]

7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 2, 1966

Cascade Natural Gas Corporation
222 Fairview Avenue North
Seattle, Washington 98109

ATTENTION: Mr. Donald B. Camp

Re: Preliminary Right of Way Map
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

In reply to your letter of January 27, 1966, enclosed you will find one print of the preliminary right of way map, our file #8B-34-16, Part 1 of 3 parts. This right of way map covers the westerly portion of the above-captioned section.

The present tentative schedule calls for opening of bids on September 1, 1966, or later.

Mr. J. W. Valentine, P. O. Box 850, LaGrande, Oregon 97850, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
enc.

cc: F. B. Klaboe
A. F. Parson
J. W. Valentine

[illegible]

RECEIVED
FEB 1 - 1966
FOR FILING
I-80N-5([illegible])304
7097

January 31, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March Commission meeting will be a throughway agreement with Umatilla County pertaining to the Pendleton Section of the Old Oregon Trail (State Primary Highway No. 6 - I-80N).

The agreement provides for the State to construct and maintain the throughway, its interchanges and connections. The State shall relocate and construct or reconstruct various county roads. Upon completion of the project, the State will relinquish said roads to the County for maintenance, jurisdiction, and control as well as all the State's right, title, and interest in same.

This agreement was preceded by a companion agreement between the State and the City of Pendleton, which the Commission approved at the January 25 meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. H. Young
A. F. Parson
H. S. Cox

DNH:mm fn

RECEIVED
MAR 2 - 1966

FOR FILING

I-80N-5(27) 204

7097

MISC. CONTRACTS and
AGREEMENTS No. 2728

January 28, 1966

NOA Item
1-25-66

Miss Marjorie E. Dagwell
City Recorder
City of Pendleton
Pendleton, Oregon

Dear Miss Dagwell:

We are enclosing for your records a fully executed copy of a Throughway Agreement with the City of Pendleton pertaining to the Pendleton Section of the Old Oregon Trail (I-80N).

A conformed copy of the Throughway Agreement has been sent to Umatilla County Courthouse.

A fully executed copy of the Throughway Agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: Umatilla County Courthouse
H.S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
JAN 25 1966
FOR FILING

I-80N-5(27) 204

- 7697

January 24, 1966

Oregon State Highway Commission

Gentlemen:

There will be presented as an NOA Item for your consideration at the January 25 Commission meeting a throughway agreement with the City of Pendleton pertaining to the Pendleton Section of the Old Oregon Trail, Primary Highway No. 6 (I-80N).

The agreement provides for the State to construct and maintain the throughway, its interchanges and connections. The State shall relocate and construct or reconstruct various city streets. Upon completion of the project, the State will relinquish said streets to the City for maintenance, jurisdiction, and control as well as all the State's right, title, and interest in same.

As indicated, the agreement will have a companion agreement between the State and Umatilla County which will be presented at a later date.

Your approval is recommended and your authority is requested for the Secretary's signature on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young
H. S. Cox
A. F. Parson

DNH:mm bg

I-80N-5(29) Pendleton Sec. of the Old 1961
204 Ore. Trail, from Reith Hill to E.
#7097 Pendelton Interch,(Grad., Pav.) #1

CaA 2958
3007
3237
3497
3554
3754

R/W 20800

RR-659

RECEIVED
DEC 29 1965

FOR FILING

I-80N-5(37)-204

7047

December 27, 1965

Mr. M. O. Gardner
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Gardner:

Reference is made to your recent telephone call concerning the access to be provided to the Brogaitti property from the Pendleton Bypass Section of I-80N.

I am forwarding direct to the Division Office maps showing the property in question and the treatment to be afforded it as far as access is concerned. I am also asking them to immediately confer with you and explain the problems.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

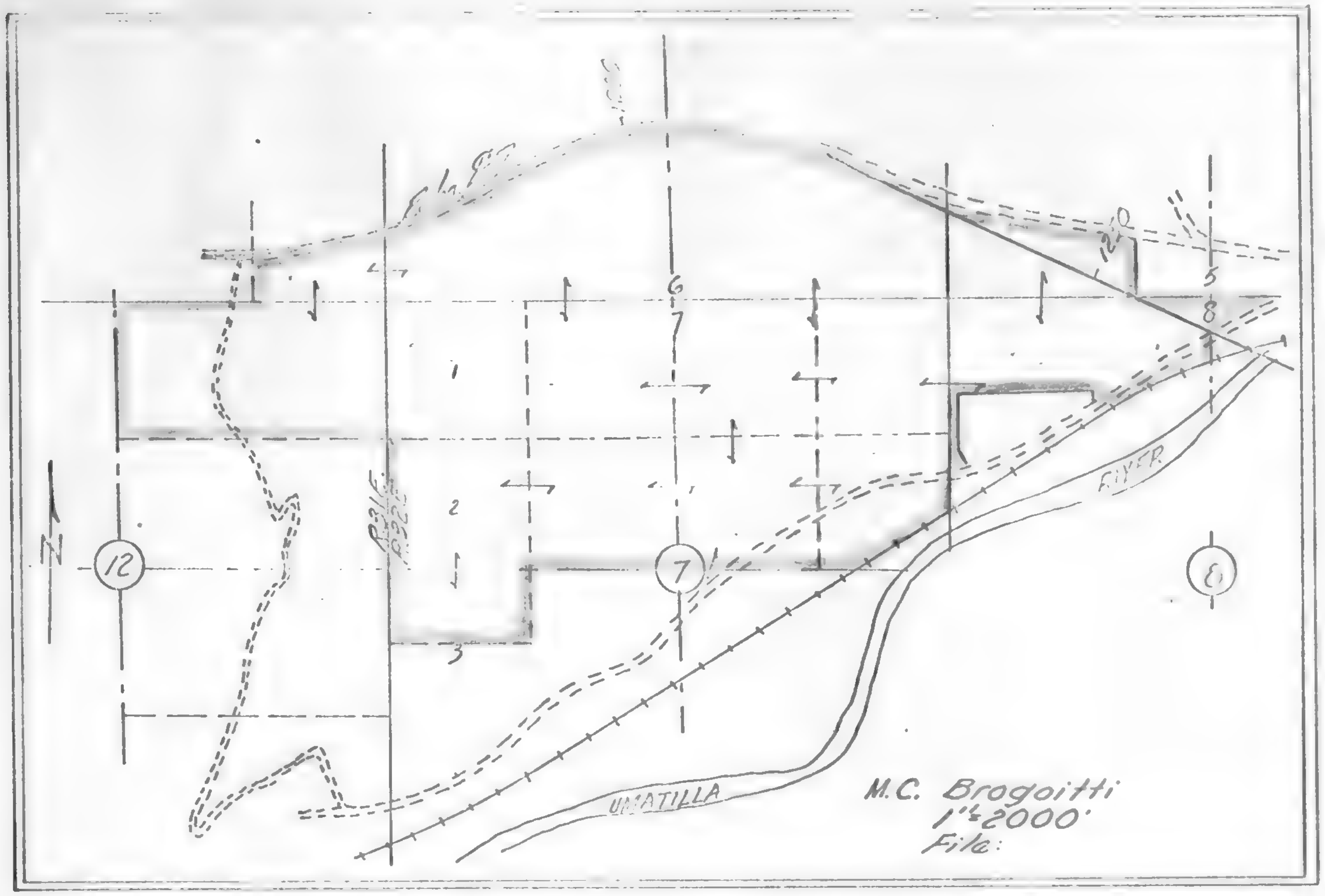
FBK:arb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
A. F. Parson (Encls.) Note: Please confer with Mr. Gardner at your earliest convenience and go over the maps with him.

FBK

N737 [illegible]

E2416 [illegible]



M.C. Brogoitti
1"=2000'
File:

FORM E-123X 30M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 22 1965
FOR FILING

I-80N-5(27)
7097

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1965

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Anton Groh
City Engineer

Re: City-owned Utilities
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

Thank you for your letters of December 8 and December 10, 1965 with which you submitted revised estimates for the adjustment of the City-owned Utilities, which conflict with the above-captioned section, and information concerning your Tutuilla Creek Well No. 6.

During our meeting of December 7 you requested information concerning the State's procedure for adjusting Utilities. Attached you will find our Exhibit "A", Conditions and Procedures Relative to Utility Adjustments, Instructions to Utilities Regarding Billing for Moving Facilities, and copy of Policy and Procedure Memorandum 30-4 complete with all its supplements. If you will study all this information, you will find that the questions you asked in our conference are answered, and that all of the City's work will be reimbursable.

We are now examining this project with the possibility of including some or all of your Utility adjustments as contract bid items. However, we must make a thorough review before we make any final decision on this matter. I have given the information you handed to me in Pendleton and submitted with your letter of December 8 to our designers for their study to determine the best method of handling the various adjustments.

NOTED
F. B. KLABOE

After studying the attached information, if you should have any questions please do not hesitate to contact either Mr. Valentine or the undersigned.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 21 1965
OFFICE OF
[illegible]

TWL:bjm

cc: F. B. Klaboe
H. S. Cox
L. H. Young
A. F. Parson
Jess Jones
J. W. Valentine

RECEIVED
DEC 8 - 1965
FOR FILING

I-80N-5(29)
7092

~~THE CITY OF P~~ENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

December 2, 1965

23cl
23

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Being forwarded herewith is a Pendleton Medical Center-City-State Highway-access instrument which has finally been executed by the various parties involved. One additional signature, approval by the State Highway Commission, is still required.

This access concerns a parcel of property along Highway 395 in the southwest area but within the city limits of the City of Pendleton.

Your approval is requested.

Very truly yours,

Anton Groh
City Engineer

AG:ic

Enclosure: Access instrument

Approved
Asst. State Hwy. Engr.

orig 12-7-65
handed to
Roland Lewan

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1965
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

to place on agenda

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 22 1965
FOR FILING

I-80N-5(39)

7097

November 19, 1965

Mr. M. O. Gardner
City Manager
City Hall
Pendleton, Oregon

Dear Sir:

Enclosed are four copies of a throughway agreement on the Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County, Oregon.

Please consider the contents of the agreement, and if you approve, present the documents to the Council for their approval, obtain the necessary signatures, and return three signed copies to this office. Retain the extra copy for your files.

After certification by the Highway Commission secretary a fully executed copy will be returned to you for your records.

Please note that the agreement provides for construction of the route as previously discussed with you and includes various streets or roads not within the Pendleton city limits; however, they will have a great effect on the ingress or egress to the city street system.

We trust the agreement will meet with your approval. Your earliest consideration in this matter would be appreciated. If we can be of assistance, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

DMH:mm
Encl.
bc: Forrest Cooper
R. L. Porter
Victor Wolfe
F. B. Klaboe
F. D. Morgan
A. F. Parson (attachment)

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY [illegible]

NOTED
FORREST COOPER

RECEIVED
NOV 26 1965

FOR FILING

I-80N-5(27)

7677

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

> Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

> Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

> Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

> Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Oak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

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NOV 24 1965
FOR FILING

I-80N-5(27)-284

7097

November 17, 1965

Umatilla County Court
Courthouse
Pendleton, Oregon

Agenda
3d-1

11-4-65

Gentlemen:

The State Highway Commission at its meeting on November 4 adopted a survey concerning improvement on the West Extension of the Pendleton Section of the Old Oregon Trail.

You will recall that a public hearing on this project, known then as Morrow County Line-Pendleton Section, was held in Pendleton on March 30, 1965, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 303" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Attachment
cc V.D. Wolfe

RECEIVED
OCT 20 1965
FOR FILING

Maint
Traffic
Routing

Pendleton
Spec

October 19, 1965

Oregon State Highway Commission

Gentlemen:

Our survey on the west extension of the Pendleton Section of the Old Oregon Trail Highway in Umatilla County has been completed. This section runs from the westerly end of the Pendleton Section, which was approved by you on April 23, 1964, to the top of Keith Hill. The length of this section is 1.89 miles and I am attaching a map for your information.

It is desirable to put the construction of this section under the same contract with the Pendleton Section. This project will be financed with Interstate funds.

I request your approval of the survey and authorization to purchase the necessary rights-of-way.

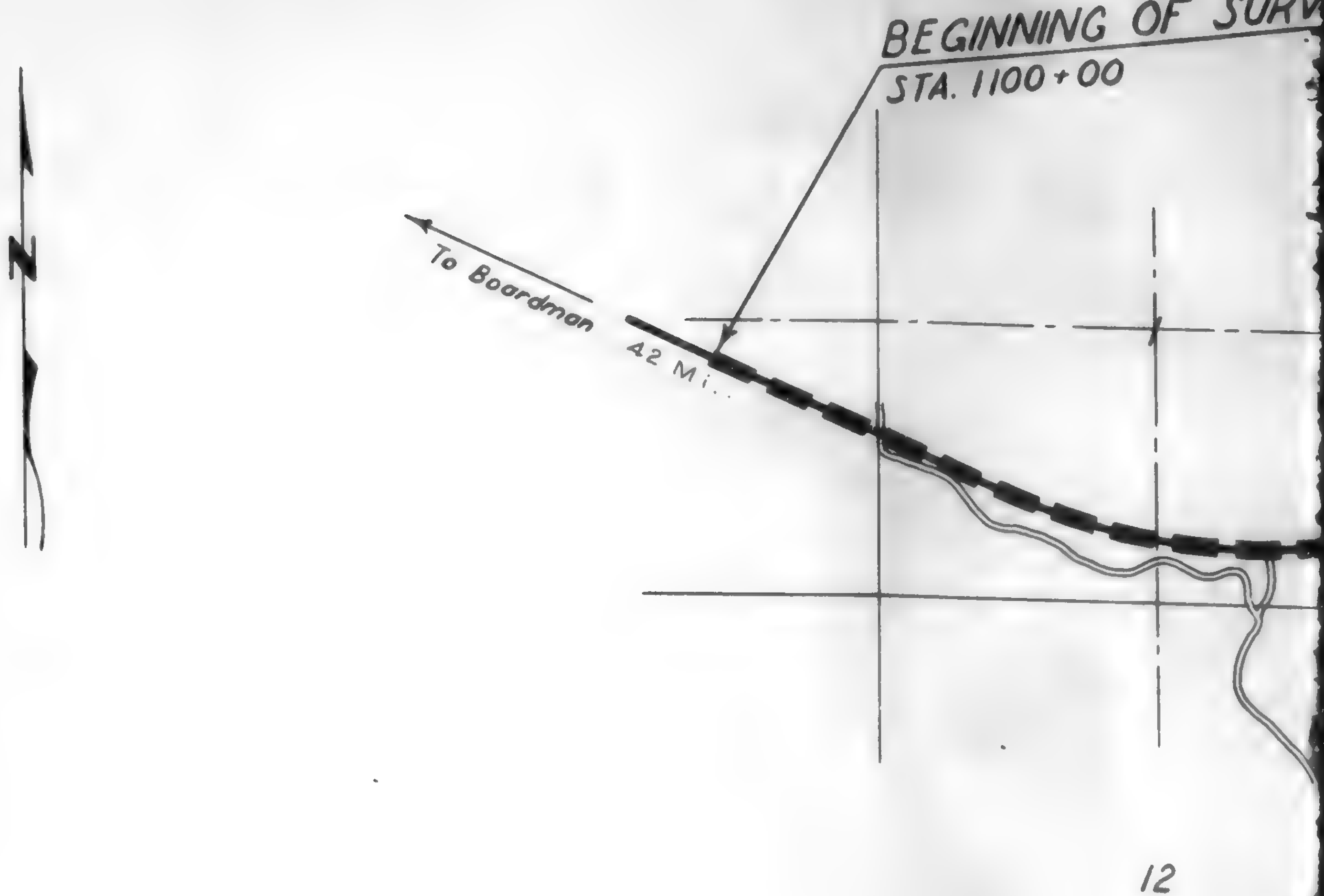
This matter will be on the agenda for the November 4 meeting.

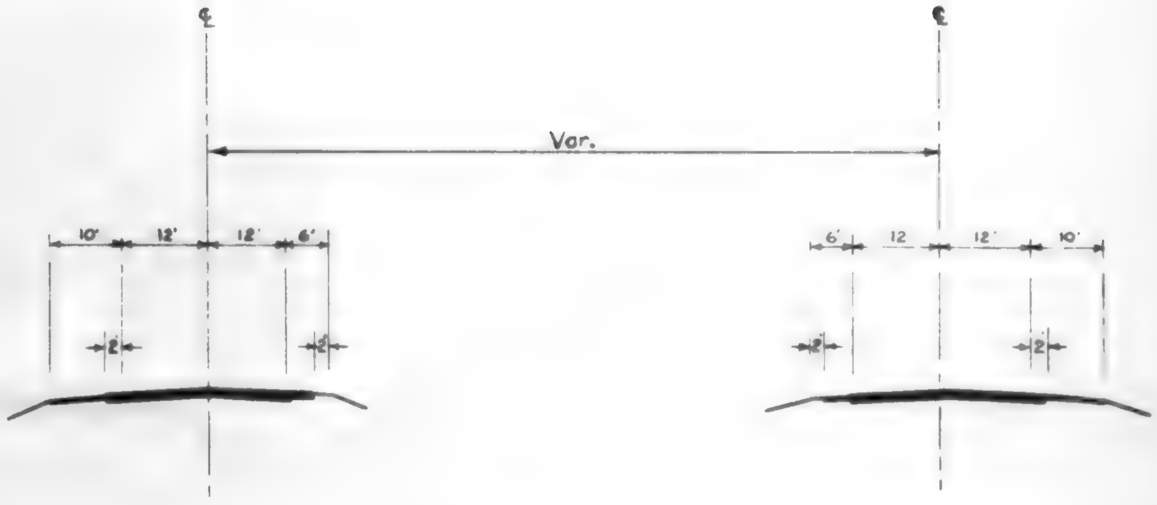
Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
David Moehring
G. F. Parson DJB:rw fn





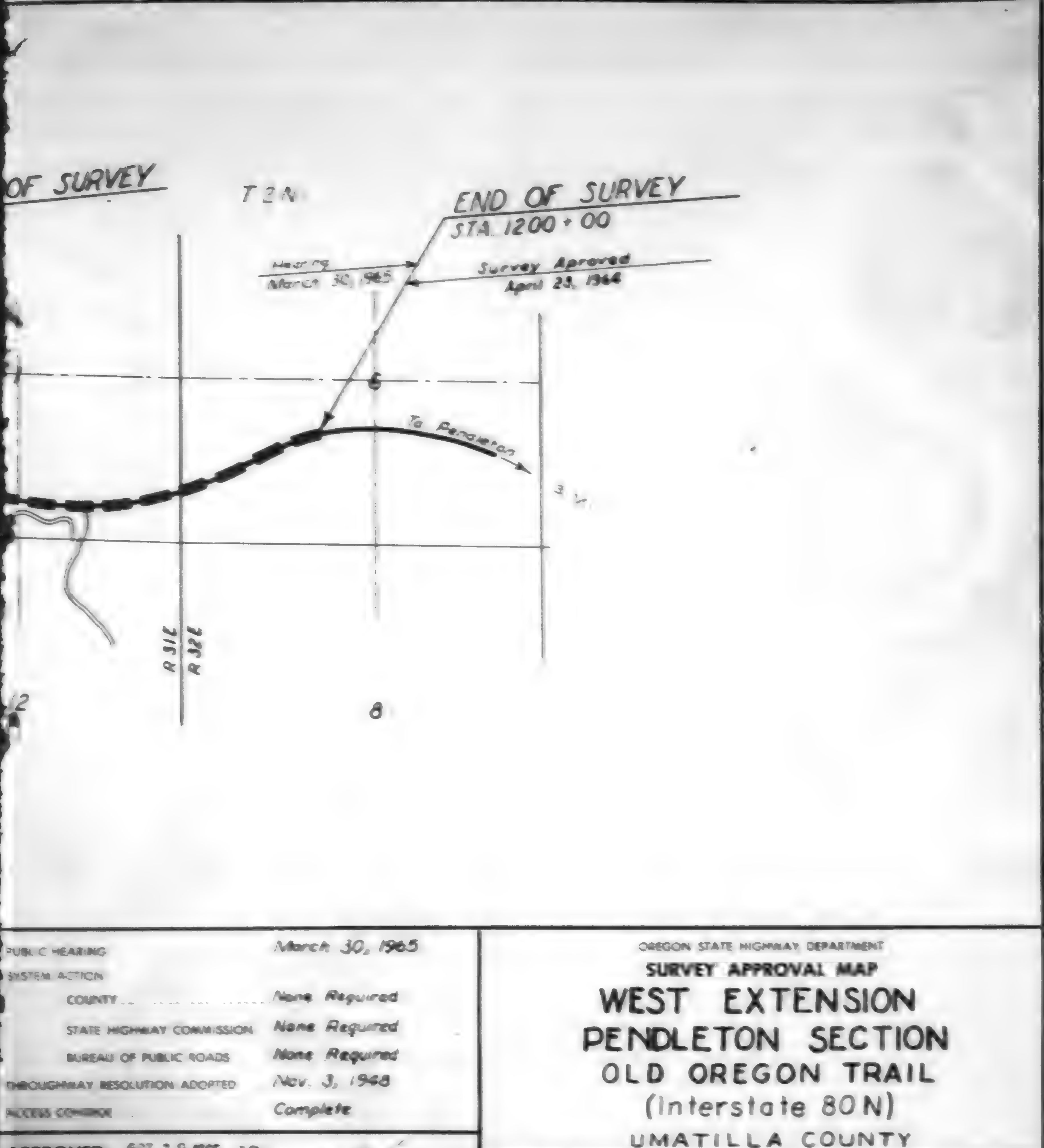
TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNT
STATE
BUREA
THROUGHWAY RE
ACCESS CONTROL

APPROVED

1.89 Mi.

DRG. [illegible]. IR-4-156



PUBLIC HEARING	March 30, 1965
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	Nov. 3, 1948
ACCESS CONTROL	Complete

APPROVED: OCT 18 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

WEST EXTENSION
PENDLETON SECTION
OLD OREGON TRAIL
(Interstate 80N)

UMATILLA COUNTY

SCALE: 1" = 2000'

DATE: August, 1965

FOR DETAILS SEE DRG. NO.

RECEIVED
OCT 20 1965

FOR FILING

I-80N-5(20)204

Form CD-121 (11-63) (Pres. by A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

[illegible] Young

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7092 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 13, 1965

In reply refer to: 08-35.3-EC
710.11

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

O. T. Dec

SUBJECT: Oregon Federal-aid Interstate Program

NOTED
F. S. [illegible]

Mr. Young's September 27, 1965 letter transmitted two items for inclusion in the subject program and Mr. Moehring's October 11, 1965 letter submitted a relocation plan for Item 425. The following actions are granted, effective the dates noted below:

Item	Project	Location	Work
425	I-80N-5(20)204	W. Unit Pendleton Sec.	ROW
426	I-80N-6(27)250	Hilgard-Perry	ROW
427	I-405-8(13)302	N.W. Johnson-S.W. Montgomery	Utility Adj.

Program approvals and authorizations:

Item	Project	Prog. Approv.	ROW Incidental Authorization	Util. Prep. Author.	Reloc. Author.
425	I-80N-5(20)204	Stage I 9/29/65	limited 9/29/65 remainder 10/13/65	N/A	10/13/65
426	I-80N-6(27)250	10/13/65	10/13/65	N/A	N/A
427	I-405-8(13)302	10/13/65	N/A	10/13/65	N/A

Item 425, I-80N-5(20)204 was previously granted program approval in Stage I on September 29 with right of way incidental cost authorization limited to exclude acquisition negotiation. You are now authorized to proceed with all right of way incidentals. Relocation advisory assistance was also withheld; however Mr. Moehring's letter appears to be in compliance with PPM 21-4.4, therefore you are now authorized to proceed with relocation advisory assistance. These authorizations are granted under Stage 1 and the provisions of Stage 1 programming as covered in our September 29 memorandum still apply.

On Item 426, I-80N-6(27)250 you are authorized to proceed with right-of-way incidental costs. Actual acquisition is withheld pending receipt of the usual map showing the limits of the proposed taking. Our August 30 memorandum previously approved the scenic strip purchase proposal under PPM 21-4.6 and Sec. 319 of Title 23, subject to normal programming procedures.

orig to Young 10-29-65 copy to Moehring

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 427, I-405-8(13)302 provides for utility adjustments on I-405 between N.W. Johnson St. to S.W. Montgomery St. You are authorized to proceed with utility preparatory work. Authorizations to proceed with the actual adjustments are pending receipt of the usual utility adjustment documents.

This program approval provides for Stage 2 Right of Way action at a total estimated cost of $100,000 all of which is reserved as 100% Interstate funds under the provisions of Section 319 of Title 23, and Stage 2 Utility Adjustment at a total estimated cost of $350,000 of which $322,000 is reserved as Interstate funds.

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OCT 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1965

FOR FILIN
I-80N-5(29)204
1097

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe
Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 29, 1965

In reply refer to:
08-35.3-EC/710.11
X Ref: I-80N-5(20)204

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's September 23, 1965 letter requested inclusion of the below project in the subject program as a Stage I Right of Way item:

Item	Project	Location	Work	Authorization
425	I-80N-5(20)204	W.Unit Pendleton Sec.	ROW	Incidentals-limited

We hereby approve this project in Stage 1, however this program approval and authorization to proceed with this Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal government to provide Federal funds for the undertaking.

You are authorized to proceed with studies to determine the relative right of way costs and other factors pertaining to alternate construction locations and including incidentals connected with the acquisition of rights of way on a selected construction location. However, this authorization of incidentals does not include acquisition negotiation.

Authorization to proceed with relocation advisory service is withheld pending approval of your Relocation Plan under paragraph 7d of PPM 21-4.4 and your answer to our September 8 memorandum entitled "Oregon-Relocation Advisory Assistance Procedures."

From our interpretation of the proposed relocation of the Pendleton-John Day Highway, it appears the Barnum parcel (38319) is not necessary and Federal participation may be denied under this program action for any funds expended toward acquisition thereof.

This action provides for 7.31 miles of Right of Way in Stage 1, at a total estimated cost of $1,750,000 of which no Federal funds are reserved.

RECEIVED
OCT 5 1965
OFFICE OF
STATE [illegible]

orig to young
10-8-65
copy to Moehring

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1965

FOR FILING

I-80N-5(37)-4

7077

✓

September 16, 1965

Mrs. Kenneth D. Hawk
Box 238
Ranchos de Taos
New Mexico

Re: Pendleton Bypass
Old Oregon Trail Highway
Umatilla County

Dear Mrs. Hawk:

This is in answer to your letter regarding the possibility of the Highway Department purchasing property described as Tax Lot 1000, T2N, R32E, Section 9, in Pendleton.

This project will be constructed with Federal Interstate Funds which requires approval by the Bureau of Public Roads. At this time our right-of-way limits have not been established, nor have we programmed right-of-way purchase with the Bureau of Public Roads. Due to this, no appraisal of property values has been prepared. The Highway Department is, therefore, in no position to purchase property at this time, but hopes to be in the area within six months.

We are sorry this inconveniences you but we cannot negotiate with you at this time. You will be contacted when we are in such a position.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. R. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. D. H. Moehring

DNS:jp srb

(tax statement returned)

Porter

REFERRED TO
Admin
BY SECRETARY

Box 238
Ranchos de Taos,
New Mexico

1497

KLABOE SEP 7 65

Oregon State Highway Commissioner
Salem, Oregon

Dear Sir,

Please give me some information concerning the new interstate highway that is to go through Pendleton. I have a house located on the Richardson acres at the edge of Pendleton. I am told you have survey sticks in my front yard. When do you plan to buy the house? I would like to sell Now. My renter just moved out because of this highway talk. Rather than get another renter I'd rather sell while the house is empty, & before there is snow on the roads. I don't like to go to Pendleton on icy roads. I will have to go to take the furniture etc. out of the house.

When do you plan to buy? May I sell Now? What Price are you offering? I pay taxes on improvements only, on Tax lot 1000. Enclosed find an old tax statement, it may help to locate my property.

Hope to hear from you by return mail.

Sincerely,

Mrs. Kenneth D. Hawk
Box 238
Rancho de Taos,
N. Mexico

RECEIVED
SEP 7 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-120X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 8 1965

FOR FILING
I-80N-[illegible]
7097

September 7, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting for your approval four copies of sketch map of the Oregon-Washington Highway FAP 19 showing a proposed route extension of FAP 19 to connect with I-80N south of Pendleton. The map also shows the previously approved control point at junction of FAP 1 in Pendleton and the new control point at junction of I-80N south of Pendleton.

We also request that the presently approved control point at the junction with FAP 1 be withdrawn.

A public hearing was held March 31, 1964 concerning the Pendleton Bypass Section of I-80N and included in the hearing was the above extension of FAP 19 to connect with I-80N. A copy of the hearing transcript has been furnished to your department.

The officials of Umatilla County and the City of Pendleton have given their approval of the proposed extension.

The estimated 1980 ADT is 3,000 on the section from junction I-80N to Pendleton.

The net change in the Federal-Aid Primary System is as follows:

Description of Mileage Change	Net Change in System Mileage	
	Urban	Rural
The extended section of FAP 19 consists of 0.59 mile concurrent with FAP 1, 0.61 mile of new line (Urban) within the City of Pendleton and 0.23 mile of new line (Rural) to junction of I-80N.	0.61 mile	0.23 mile

Supporting information and data concerning this revision of FAP 19 was furnished your department in connection with the 3rd Street interchange of the Pendleton Bypass Section of I-80N.

We are also submitting for your approval four copies of revised route description for FAP 19.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. F. B. Klaboe
Mr. L. H. Young
Mr. R. N. Chase
Mr. F. D. Morgan
Mr. J. C. Owens

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

State Oregon Sheet No. 1 of 1

FEDERAL-AID PRIMARY HIGHWAY SYSTEM

FAP Route Number	Description
19	From a point on Federal-Aid Interstate Route I-80N south of Pendleton, thence via Pendleton to the Oregon-Washington State Line southeast of Walla Walla, Washington

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

INTERMEDIATE CONTROL SECTION
PENDLETON SECTION
OREGON - WASHINGTON HIGHWAY

Aug., 1965

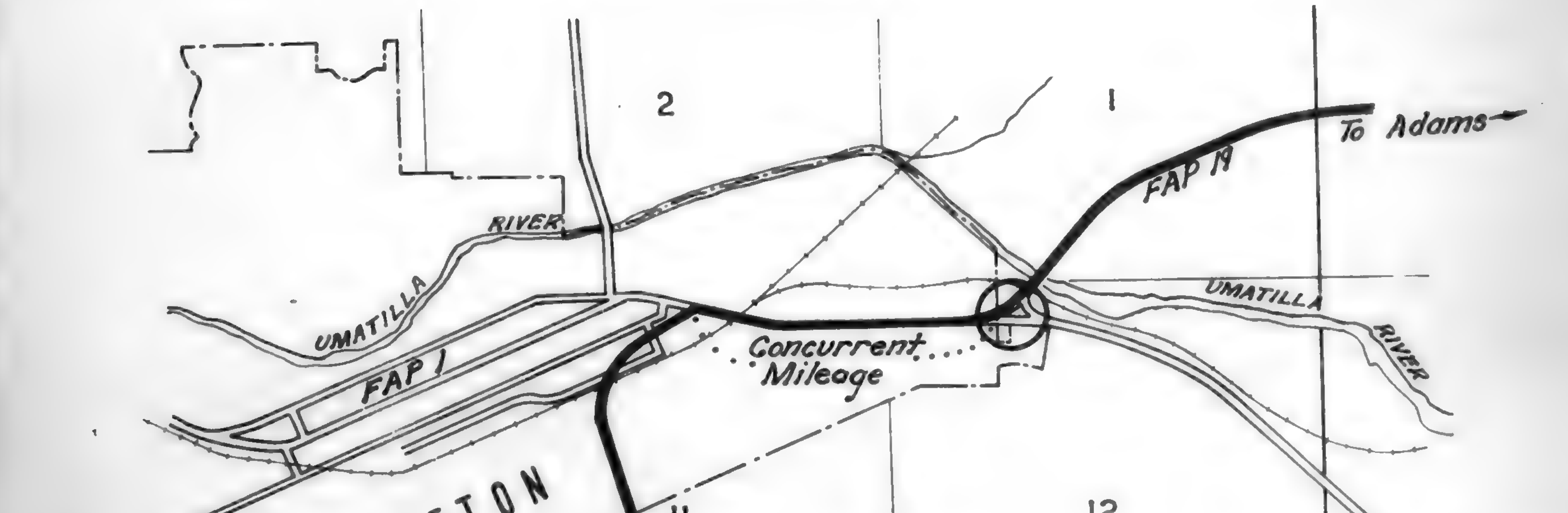
LEGEND

○ Intermediate Control Point

▬ Intermediate Control Section for which Approval is requested

▬ Intermediate Control Section Previously Approved

═ Route Presently in Use



Approx. Scale: 1" = 2400'

T.2N., R.32E.

RECEIVED
AUG 19 1965
FOR FILING
I-80N-5(29)204

7097

Salem, Oregon 97310
August 18, 1965

Third Street Interchange
Pendleton

Mr. F. D. Morgan
Construction Engineer
BUILDING

Reference is made to the enclosed letter from the Bureau of Public Roads approving the Third Street Interchange on the Pendleton Bypass.

You will note that they make the provision that the interchange is approved only on the understanding that the State will provide a suitable connection to the city street system prior to the opening of the bypass.

You should, therefore, proceed to work up this project with all haste for the possible letting in the first half of next year. You should also work up a project for the city street connection as required by the Bureau of Public Roads.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: Mr. L. H. Young (Encl.)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1965

In reply refer to: 08-35.2-DA

AWP

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(-)186
Third Street Interchange

Mr. Klaboe's letter dated April 29 requested approval of an interchange at the Third Street intersection of I-80N bypass of Pendleton.

The approval for the addition of the subject interchange is hereby granted with the understanding that a suitable connection from the interchange to the city street system will be constructed by the State prior to the opening of the bypass.

8-18-65

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr

return copy to
[illegible]

RECEIVED
[illegible] 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 31 1965

FOR FILING

I-80N-5(27)201

7097

INFORMATION FOR RELEASE
CITY OF PENDLETON
OFFICE OF THE CITY MANAGER

August 17, 1965

The City of Pendleton has been notified by Mr. Fred Klaboe, Assistant State Highway Engineer from Salem, that the Pendleton section of Interstate Highway 80 has been approved by the Bureau of Public Roads and the Oregon State Highway Commission.

This includes the south hill route, as proposed, a full interchange at the airport road junction, a full interchange at the highway 395 intersection, a full interchange with the connecting link to the city that enters the city street system at S.E. 9th Street and a half interchange near the drive-in theater.

The one stipulation by the Bureau of Public Roads was that the State Highway Department, through a different program of matching funds, would have the 9th Street connection completed by the time the freeway is completed. The Highway Commission has agreed to do this.

The Highway Department scheduled calls for commencing immediately on right of way acquisition. Mr. Klaboe also indicated that the department would like to be able to let contracts for construction by next spring (1966). This may include the section of freeway from the top of Reith ridge to and including the interchange east of Pendleton.

M. O. Gardner
City Manager

NOTED
LLOYD P. SHAW

RECEIVED
MAY 28 1965

FOR FILING
I-80N-5(51)/[illegible]

7097

May 28, 1965

Mrs. Leona Denny Kincaid
Route 1, Box 239
Pendleton, Oregon

Dear Mrs. Kincaid:

This will acknowledge receipt of your letter dated March 29, 1965, addressed to Highway Commissioner Kenneth Fridley.

In checking with our Right of Way Department, I find that Mr. Moehring, Assistant Right of Way Engineer, corresponded with you by a letter dated January 29, 1965.

In looking into the matter further, I find that the survey which Mr. Moehring mentioned as being in the field has now been practically finished, and is due to be forwarded to the Salem office about the first part of July. Until the survey has been reviewed, it will not be possible to determine with certainty that a portion of your property will be needed.

I am sorry that this matter is taking such a long time, but a project of the magnitude of the Pendleton Bypass must necessarily be given a considerable amount of field study. As quickly as a determination has been made as to the right-of-way needed on this project, you can be assured that our Right of Way Department will be in contact with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
F. D. Morgan
D.H. Moehring (enc)

cc: Mr. Kenneth Fridley (enc)

DHM:gc sw

[illegible]
[illegible]
This was handed
to me by Mr. F.
W

March 29 - 1965
Rt 1 Box 239
Pendleton Oregon

Kenneth Fridley
Salem Oregon

Dear Sirs:

I hate to take up your time but I need to know what plans are in process for the by-pass to Pendleton.

Since the paper carried a map of the proposed route, I cannot rent my shop which I was doing at $100 per month. Now everyone says they are afraid they would just have to move and I run up against the same thing when I try to sell.

My property consists of lots 1-14 Block 32 and 1-14 Block 202 Reservation Addition to Pendleton, It lies on 23rd Street right across from the Cemetery.

I wrote about Christmas time when I was in Calif. but evidently your answer did not catch up with me.

I hope you realize just how important this loss of income is and if my sister had not stepped in would have lost the whole thing.

Sincerely yours,

Leona Denny Kincaid
Rt 1 Box 239
Pendleton Oregon

RECEIVED
MAY 20 1965
TRAFFIC ENGINEERING

FOR FILING

Admin

Foreign

January 29, 1965

Mrs. Leona Denny Kincaid
2748 A E. 57th Street
Huntington Park, California

Dear Mrs. Kincaid:

This will reply to your letter dated January 25, 1965. I have checked on the status of the survey on the Pendleton Section.

I find that the field work has progressed to the state where it will soon be transmitted to Salem for the design of the project. At the present time, however, the survey is still in the field and until the field work has been completed, we will not be in a position to determine whether a portion of your property will be needed.

I wish to thank you for writing as I note that you now have a California address. As soon as descriptions are received and in the event a portion of your property is needed, we will correspond with you at your Huntington Park address.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - G. E. Rohde

Leona Denny Kincaid
2748A E 51st St.
Huntington Park, Calif
Jan. 25-1965

D. H. Moehring
L. I. Lindas
State Highway Department
Salem, Oregon

RECEIVED
JAN 26 1965
LEGAL & RIGHT OF WAY

Dear Sirs:

It has been quite sometime since I wrote to you in regards to the Pendleton By-Pass and how it will affect my property.

As I am traveling most of the time decided it was time to catch up with the latest developments.

Property concerned is located lots 1-14 Block 202 and 1-14 Block 32, Reservation addition to Pendleton.

Sorry to bother you but it is of the utmost interest to me at this time.

Thank you

Sincerely yours
Leona Denny Kincaid

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 14 1965

I-80N-5(27) 204

7077

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 5, 1965

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Subj: Pendleton-John Day Hwy Interchange
Pendleton B -Pass

Refer to 08-35.2-DA

Dear Sir:

Your letter of April 13 requested a review of several factors involved in the Pendleton By-Pass location survey, and the line and interchange revision which have been made since publishing Technical Report 62-3 on the Pendleton By-Pass.

Following the publishing of Report 62-3, it was determined that we would not be opposed by the State Hospital people if we located the line across their property rather than on the bluffs. Their original opposition had been the major factor in the original design. Reconnaissance estimates were made on comparable sections on the flat, with channel change, vs. on the bluffs, and on the basis of a million dollar saving in cheaper excavation and structural cost we went to the public hearing with the line on the flat, channel change, etc.

Our field people advise us that the Umatilla River had some 6 to 8-foot freeboard during the recent flood and our grade line is about the same as the existing dike. No problem is anticipated with the line as presently proposed.

Our recent change in thinking on the Pendleton-John Day Highway Interchange, taking the Pendleton-John Day Highway under rather than over the freeway, at first seemed to increase the net quantities 250,000 yards as you state. Further study, with separate grade lines brought this to an increase of about 130,000 yards with a total increase in cost for material and haul of about $140,000. To offset this, there was an estimated savings in structural cost of approximately $150,000 so that the new interchange is possibly $10,000 cheapter in construction than the previous design. Right of way costs have not been run out but will definitely be higher on the new line. In any event, the design features of the new plan are superior to the previous plan. In fact, we came to this design because we could not get what was thought to be suitable grades, profiles and ramp connections on the previous plan.

The suggested shift in alignment on the easterly end to avoid conflict with a 30-inch water main would throw the line into two draws and sharply increase the fill quantities. Moving the water line is estimated at $81,000 and moving the center line to miss it is estimated at over $200,000, or an increase of $119,000. Moving center line far enough to avoid some 2,000 feet of water line change could be done at an increase in cost of about $90,000.

For these reasons, and others, we believe that the present line is approximately where it should be and the interchange design is proper.

Your approval of the interchange design, as submitted, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jp

cc: F.B Klaboe ✓

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1965
FOR FI

I-80N-5(30)204

7097

April 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: Third Street Interchange
Pendleton Bypass
Interstate 80N
Umatilla County

Dear Sir:

Additional data has been requested for the proposed additional interchange opposite the Pendleton city center to connect the Oregon-Washington Highway into the Interstate system. Following are statements generally following the pattern of data requested on page 20, Section III of the Instruction Manual for the preparation of the 1965 cost estimate.

The subject interchange would be a part of Interstate 80N also known as the Pendleton Bypass. The crossroad would be the Oregon-Washington Highway (State Highway 11) to the north, and a county road to the south of the freeway, thus the main east-west through route would continue to be the southerly terminus of State Highway 11 as the existing US30 is now.

Average 1980 daily traffic through the subject interchange would be 4,250 vehicles on the main alignment, a west-north movement of 2,100 vehicles, and an east-north movement of 900 vehicles. The movements to and from the south would be minor. Four lanes would be constructed to the north to provide an additional climbing and descending lane for the slow-moving trucks on the extended 6 percent plus grade on the Oregon-Washington Highway connection, and two lanes would be provided on the county road to the south.

The city of Pendleton, population 14,557, lies approximately 0.4 mile northerly of this interchange. The nearest interchange to the west is the John Day Highway Interchange approximately 1.4 miles distant. To the east 2.1 miles is the half interchange joining Highway 30 with Interstate 80N.

Traffic conditions demand an increase in capacity over that of present facilities on the Oregon-Washington Highway. The existing bridge (B) over the Umatilla River is too narrow for present needs, as is the confined underpass at the Union Pacific Railroad crossing. Modification of these structures being considered unwieldly and costly, the present recommended changes in alignment for the Oregon-Washington Highway are considered opportune. Early route proposals utilizing these existing structures as shown in State Highway Technical Report 64-3 were proven unrealistic upon further detailed investigation. In this early planning (AB), a half interchange serving freeway traffic to and from the west was proposed. This, in a fashion, completed or at least complemented the half interchange at the east end of the project. Such a connection appeared readily justifiable at that time for connection purposes alone.

The City of Pendleton, first in normal liaison affairs and then formally in public hearing, has indicated an insistence on having a "central interchange" (A) as shown on the accompanying sketch, the location of said interchange to remain the same as before but with the Oregon-Washington Highway connection routed through town (A C B).

The inclusion of this interchange as a condition of acceptance of the freeway by the City has been stated repeatedly by all agencies of the City, and by the involved citizens' study committees such as the group called "People Planning Pendleton's Progress".

The City's proposal was, nevertheless, given only routine consideration by the Highway Department, along with some sixteen alternate route attempts, most of which failed because of adverse topographical and encroachment situations. Those routes remaining as feasible for normal construction methods so closely approximated the City recommendations that it appeared reasonable to grant their wishes. The City's position is characteristically stated in the final report of the "4P's" committee:

> "The Importance of the Central Interchange"
>
> "The committee feels that the South Route is acceptable only because it affords what no other alignment can --
>
> 1. direct access to the central area without complete disruption of the local street network and traffic pattern, and
>
> 2. an opportunity to effectively guide the growth of the community in a desirable direction.

"The growth pattern evidenced in Pendleton makes the provision of community services such as sewer and water a difficult, costly, and sometimes inefficient proposition. The City Planning Commission, in a prepared statement presented to the committee on February 6, 1964, indicated that:

> 'We are convinced that the lack of suitable access to the south hill area has been the principal deterrent to development in that area. It is capable of being served by both sewer and water (as a matter of fact, the City has already invested quite heavily in a high level water system to serve this area). We believe that the central access included in the current proposal will satisfactorily provide such access.'

"The committee concurs in that conviction."

The attitude of the City has remained cooperative, but insistent, throughout further investigation of main alignment changes which later proved unfeasible. They have been willing, apparently, to listen to all alternate proposals except outright denial of this general central access.

The existing arterials, Court Street, Dorion, and the proposed Emigrant-Frazer couplet, all parallel the proposed freeway. The proposed Oregon-Washington connection would provide an intermediate connecting link with the downtown arterials adding to flexibility of use, particularly in emergency situations and would lessen to some extent the high concentration of traffic at the John Day Interchange. No interference with the John Day Interchange is expected, since there is sufficient separation to guarantee sharp definition of respective on and off ramps and no weaving problem is expected.

That portion of Highway 11 going through downtown Pendleton would be expressway, providing the motorist with unhampered through travel together with the option of ready access to downtown facilities by grade crossing several city streets.

As expressed by the people of Pendleton, "service rather than severance" is desired of the new facility and is obtained by the proposed interchange and relocated Oregon-Washington Highway at approximately the same overall cost as the originally proposed half interchange and connection to the area of the present Oregon-Washington and Old Oregon Trail intersection. (Further study showed that reconstruction will soon be required for the Oregon-Washington Highway into Pendleton. Improvement of the existing route, which would be required using the half interchange and connection to the existing Oregon-Washington Highway connection to US30, would be very expensive.)

Existing through streets in the town are carrying heavy traffic and have grade crossings of main line railroad tracks, as well as spur tracks. While the new route is obviously not a shorter route and therefore not one that a positive benefit-to-cost ratio can be obtained, it will be heavily used, as are all such higher type connecting roads.

As previously submitted, the record of the public hearing sets forth the local feelings about the necessity of this connection and interchange. Our investigations point up the fact that this can be accomplished at approximately the same long-run, overall cost to the taxpayer as the more direct connection shown in our Pendleton study. The difference in cost to the Interstate system would be the two added ramps to complete the full interchange.

Your approval of this added facility is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

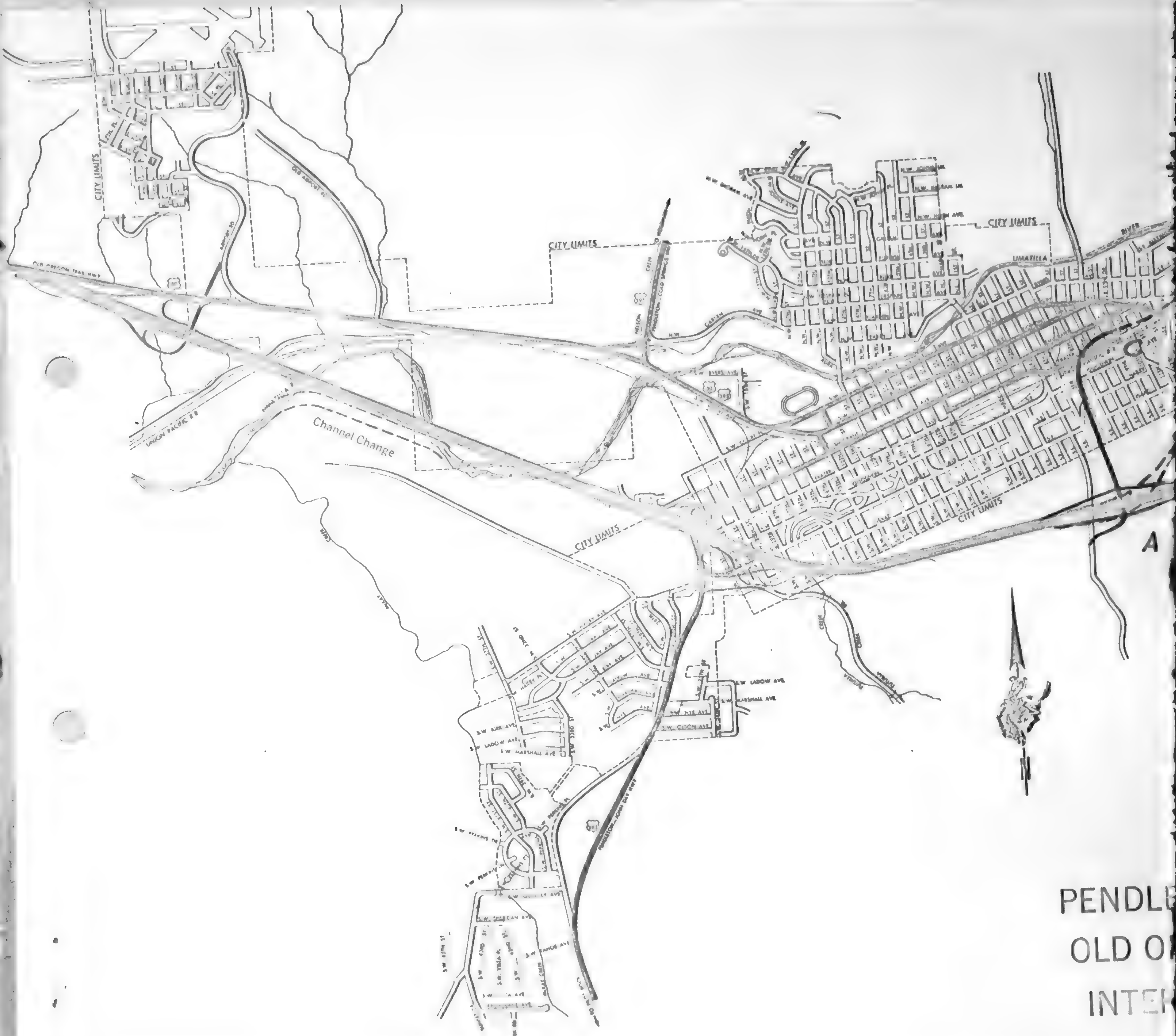
By

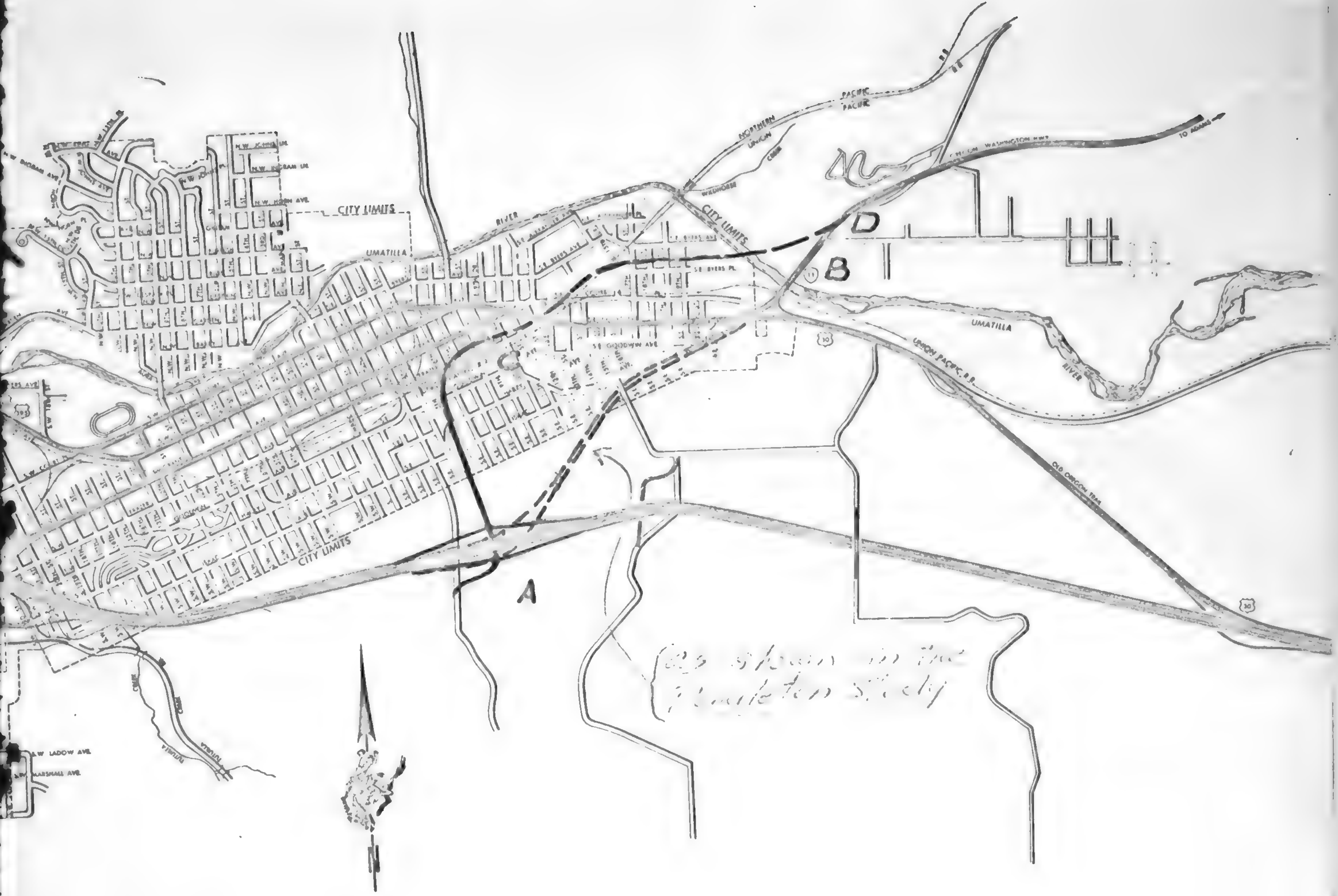
F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. A. F. Parson

ADO:jp srb


CITY LIMITS
CITY LIMITS
CITY LIMITS
CITY LIMITS
OLD OREGON TRAIL HWY
UNION PACIFIC R R
Channel Change
UMATILLA
RIVER
S.W. LADOW AVE
S.W. MARSHALL AVE
PENDLE
OLD O
INTE
A



(as shown in the Pendleton study

PENDLETON SECTION
OLD OREGON TRAIL
INTERSTATE 80 N

RECEIVED
APR 15 1965
FOR

Form CD-21
(11-61)
(Prcs. by
A.O. 206-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

I-80N-5(21)204

7097

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(4)204
Pendleton-John Day Hwy. Interchange
Pendleton Bypass Section

Mr. Morgan's letter dated March 11 requested our approval of the subject interchange.

A review of the problems encountered at this interchange prompted a field review of the area and a study of the overall location of the Pendleton Bypass.

This interchange plan shifts the freeway center line to the north approximately 100 feet and requires that the freeway pass over the Pendleton-John Day Highway, thereby creating a need for approximately 250,000 cubic yards of additional fill material. In order to obtain this quantity of fill the grade line was lowered approximately 20 feet, westerly of the proposed Third Street interchange, creating a deep through cut. The location of the freeway westerly of the Pendleton-John Day Highway requires extensive channel changes in the Umatilla River. Technical Report No. 62-3 indicates that the freeway will be located on the bench area from Station 1295 to Station 1355; however, the hearing map indicated the location to be along the river. In view of the damage that occurred to our highways during the December and January floods, it would appear that the most desirable location in this area would be on the bench area as indicated in the Technical Report. This bench location would provide a slight roll in the grade line partially easing the long grade easterly to Station 1430. A field survey reveals that a 30" water main conflicts with the proposed line between Station 1470 and Station 1550. A shift of alignment northerly could avoid most of this conflict.

Before approving a design for an interchange at the Pendleton-John Day Highway intersection and in view of the aforementioned comments, we request your analysis of the location as now proposed, including any comments you may wish to make concerning the points raised herein.

REFERRED TO
Young - Morgan
Date: 4-14-65 By: WBK
For: Please show
me.
Due Date:

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 18 1964
FOR FILING

I-80N-5(29)204

7097

477 Cottage Street, N.E.
Salem, Oregon - 97301

November 10, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-80N-5(4)204, I-80N-6(24)211 & I-80N-6(25)211
Pendleton Bypass

Our June 2, 1964 memorandum approved the specific location of the Pendleton Bypass. We indicated that it was necessary to resolve the overlap of Project I-80N-5(1)147 prior to authorization to proceed with preparation of construction plans under Project I-80N-5(4)204.

Your request for approval of an individual project program change reducing the length of Project I-80N-5(1)147, eliminating the overlap, was approved as of October 20, 1964. Consequently you are now authorized to proceed with preparation of construction plans under Project I-80N-5(4)204. This action increases the Interstate funds obligated for the project by $18,000 as specified by Mr. Young's May 29, 1963 letter and reduces your reimbursable obligation balance to $13,165,272 according to our records of this date. The project agreement will provide that in the event actual construction is not undertaken by the end of the fifth year after execution, Federal funds paid under the additional obligation herein will be repaid to Public Roads.

The above actions remove portions of Projects I-80N-6(24)211 and I-80N-6(25)211, (old project numbers BFI-62(6) and 62(4) respectively) from the Interstate System. In a Circular Memorandum dated August 1, 1958, the Comptroller General's ruling of January 14, 1958 is cited as authority for reimbursement from Interstate funds those Bond Projects placed under agreement prior to passage of the 1956 Act, provided the improvements are on the final location of the Interstate System. Accordingly Interstate funds for portions of the two bond projects should be transferred under the procedures outlined in Instructional Memorandum 30-7-60.

RECEIVED
NOV 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards

RECEIVED
OCT 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-5(23)264

2077

La Grande, Oregon
P.O. Box 850
October 26, 1964

Mr. Anton Groh
City Engineer
P.O. Box 190
Pendleton, Oregon

Dear Mr. Groh:

Reference is made to your letter of September 24, concerning north and south one way couplet on S.W. First and S.E. Second Street in the City of Pendleton.

I am enclosing a copy of a letter received from Mr. F. B. Crandall, our traffic engineer, concerning our policy regarding signalization. I note that Mr. Crandall mentions the possibility of a block of one way streets including Main Street. Because of the traffic coming from the north of the river down Main Street, it does not seem feasible to make Main Street one way in either direction.

Also your sketch shows one way traffic on S.E. Byers. It would appear to me that this would create additional traffic problems at either S.W. First Street or S. Main Street at the intersection of Dorian because of the left turn movements of traffic attempting to get on S.E. Byers between Main Street and S.E. Second. The intersections at S.W. First and Dorian and S. Main and Dorian are already congested.

If you have any further questions, feel free to ask.

Very truly yours,

A. F. Parson
Division Engineer

AFP:dj
Attachment

NOTED
TOM EDWARDS

cc: Tom Edwards
F. B. Crandall

RECEIVED
OCT 26 1964

I-80N-5(27)204

7097

477 Cottage St. N.E.
Salem, Oregon 97301

October 23, 1964

08-35.2-DA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-80N-5(-)186
Third Street Interchange - Pendleton

Our review of data submitted to support your request for the inclusion of the Third Street Pendleton interchange does not justify its approval. If further consideration of this interchange is desired more conclusive justification should be submitted. This data could be in the form of that requested on Page 20 of the Instruction Manual for the preparation of the 1965 Cost Estimate.

This matter has been previously discussed with Mr. Olson of your Urban Design Section.

original to Barber
cc [illegible]
10-26-64

NOTED
LLOYD P. SHAW

RECEIVED
OCT 20 1964

FOR FILING
I-MM-5(30)/[illegible]

7691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 16, 1964

SUBJECT: Proposed One-Way Couplet (by City)
Pendleton

To:

A. F. Parson
Division V Engineer
LA GRANDE

With reference to your inter-office of September 28, and attachments, on the above subject, there would be no objection to the installation of a one-way "couplet" on SW First Street and SE Second Street. (We usually think of a couplet as being made up of two adjacent streets.)

On the City's question concerning participation in signalization of those intersections involving our highway, we cannot make any commitment at this writing. Upon implementation of a proposed couplet there would be some change in intersectional traffic patterns and we would wish to hold in abeyance any decision with regard needed signalization until the revised traffic pattern had "settled down" and we would then proceed to take another reading on signalization needs.

One comment with respect to the sketch, although directional arrow indications do not specifically indicate, it is presumed that the one-way northbound on SE Second Street would run from SE Frazer to SE Byers Avenue.

One thing we usually consider in "spot" treatment with respect to couplets is: is such "spot treatment compatible with an ultimate development of an overall one-way street grid as may be developed some time in the future as traffic increases and needs require. The City's proposal does not "mousetrap" this ultimate possibility that at some time in the future (thinking in terms of couplets as such) SE Third and SE Fourth Streets could be made a couplet, SE Second could be tied with SE First and S Main Street with SW First.

By way of further comment, I recognize that decisions rest with the City inthese particular matters -- why not go whole hog and set up an area one-way grid system bounded by SE Frazer, SE Byers, SW First and SE Fourth. I presume that the sticker on any such idea would be "static" from business interests on S Main and to a lesser degree on some of the other streets as would be involved.

Original Signed by
F. B. CRANDALL

FBC:njc
cc: Tom Edwards

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

September 24, 1964

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Mr. Parson:

Currently the City of Pendleton is studying the possibility of a north-south one-way couplet as shown on the enclosed sketch. Implementation of this system will possibly require the installation of additional traffic signals.

Since the couplet will cross state highways 30 and 395, this project is of concern to the Oregon St. Highway Department and your comment is requested, specifically concerning participation by the Highway Department in providing for additional traffic signals.

Very truly yours,

Anton Groh

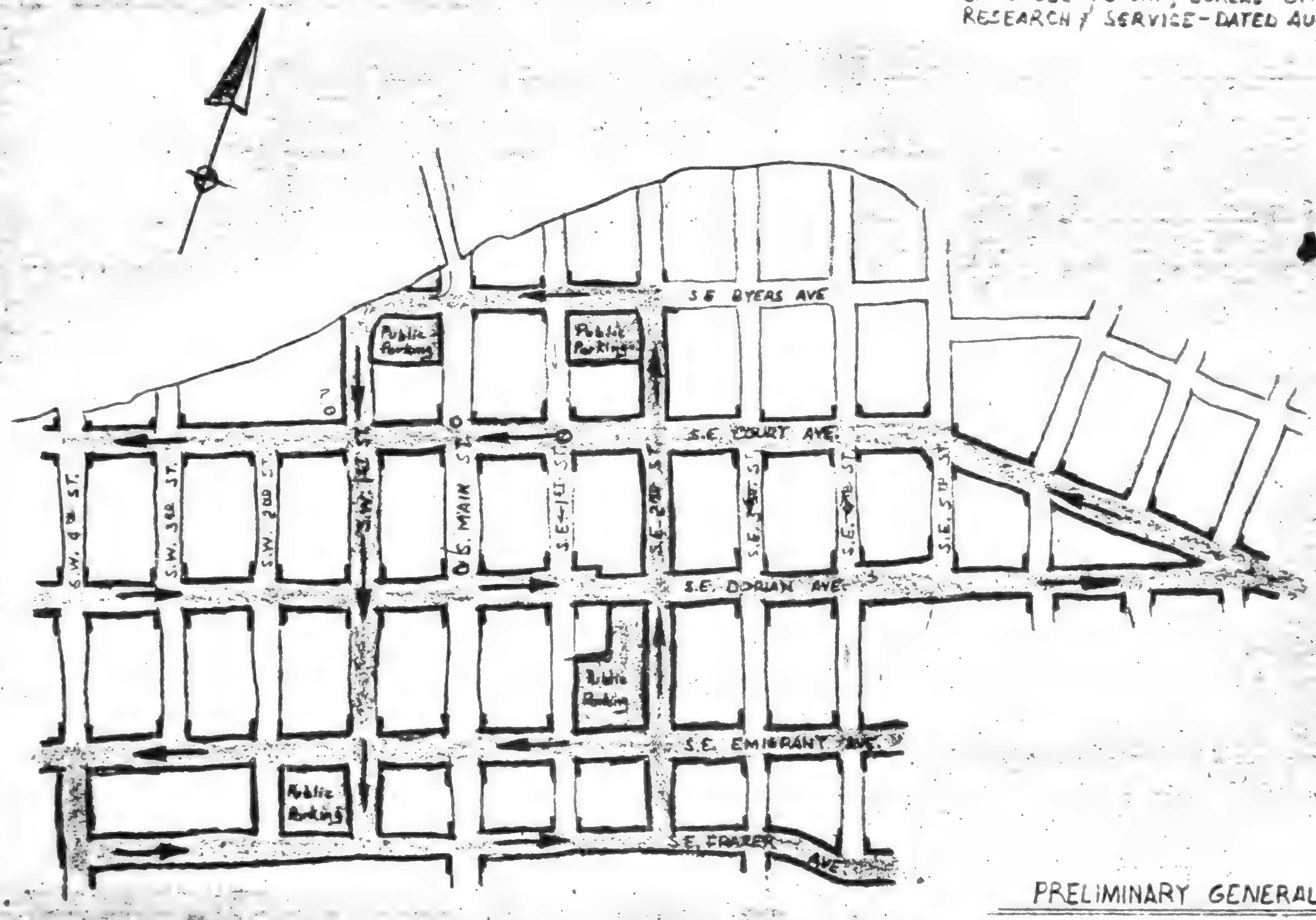
Anton Groh
City Engineer

AG/sk
Enc.

ROUNDUP CITY

NOTE:

TRACED FROM "PLANNING FOR COMMERCIAL LAND USE" REPORT, BUREAU OF MUNICIPAL RESEARCH / SERVICE - DATED AUG, 1963.



PRELIMINARY GENERAL PLAN

PENDLETON CENTRAL AREA

SCALE: 1" = 500'

9-24-64

RECEIVED
SEP 15 1964

FOR FILING
I-80N-5(29) 224
2099

September 11, 1964

Mr. Preston C. Hiefield, Jr.
Williams, Montague, Stark & Thorpe
Failing Building
Portland 4, Oregon

Dear Mr. Hiefield:

Reference is made to your September 9 letter concerning highway routing in the city of Pendleton.

Plans for the construction of Interstate Route 80N past Pendleton are not in the final stages of development. A route has been selected which bypasses the city to the south but details of all connections have not been completely finalized. The extension of the Frazer-Emigrant Street couplet westerly to the Pendleton-John Day - Interstate 80N Interchange has been discussed and is a possibility but no final agreement with the City has been consummated. We know of no plan that would affect the present situation at Main, Frazer and Emigrant Streets. We are not able to find Fir Street on any of our maps.

This is about the only information available at this time. However, if you need further elaboration on any particular point, do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. L. P. Shaw
Mr. Victor D. Wolfe

WILLIAMS, MONTAGUE, STARK & THORPE
ATTORNEYS AND COUNSELORS AT LAW
FAILING BUILDING
PORTLAND 4, OREGON

CAPITOL 2-9966

JOHN D. WILLIAMS
DAVID R. WILLIAMS
MALCOLM J. MONTAGUE
DONALD R. STARK
THOMAS K. THORPE
PRESTON C. HIEFIELD, JR.

September 9, 1964

NOTED
R. L. PORTER

Forrest Cooper

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

We represent several property owners in the City of Pendleton, Oregon, who own property on the block bounded by S. E. Main and Fir Streets and Frazier and Emigrant Streets in Pendleton. We understand that the Commission may have selected the freeway route bypassing Pendleton to be constructed sometime in the future and the exit routes from the freeway into the City of Pendleton. We also understand that Frazier Street may be one of the exit streets in your planning for access to and through Pendleton. Would you please advise us of the Commission's current thinking and planning with respect to the foregoing.

Very truly yours,

WILLIAMS, MONTAGUE,
STARK & THORPE

Preston C Hiefield Jr
Preston C. Hiefield, Jr.

PCHjr/da

NOTED
R. L. PORTER

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1964
R FILING

A

I-80N-5(30)204

2097

June 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Third Street Interchange
Pendleton Bypass
Old Oregon Trail Highway
Umatilla County

Dear Sir:

Technical Report No. 62-3, Pendleton Freeway Report, was published in the spring of 1963, covering four alternate routes through and around the City of Pendleton. Of the four routes, the "South" route presented the most favorable cost picture but considerable favor for the "South Alternate" route was apparent within the groups representing local interests.

Prior to holding a public hearing on the Pendleton Freeway, many meetings were held with the City Manager, Citizens' Study Group, City Planner, and others. The local people finally abandoned the idea of the "South Alternate" route and decided to throw their support to the "South" route modified by some revision of the proposition presented in Technical Report No. 62-3.

The public hearing was held March 31, 1964. Your representative was present and copies of the hearing minutes have been supplied for your review. Testimony at the hearing strongly supported need for a full interchange at, roughly, S. E. Third Street designed to connect to both the Oregon-Washington Highway and to the city street system. The route proposed would permit a connection to the Oregon-Washington Highway northerly of the present bridge and the railroad grade separation, and would provide a connection to the street system near S. E. Ninth Street. Between these two points, a grade separation with the existing highway route is proposed by going under the present viaduct and continuing across the river and railroad with much better alignment than that now in use.

The benefits which could accrue from the proposed interchange far outweigh its additional cost. From the freeway to the connection with the street system, only the addition of two ramps to the easterly half of the interchange are required to realize those benefits.

The City and groups which studied the freeway proposal have made clear their stand that anything less than the interchange, revised as stated, would be considered unacceptable.

We find that the City proposal offers good traffic service to the Oregon-Washington Highway since its flow is greatest to and from the central business district. Also provided is a connection to the easterly end of the Emigrant-Frazer and Court-Dorion couplets. Distribution of traffic is enhanced; promotion of growth of the Pendleton area is encouraged, rather than restricted; service to the community is increased; and severance minimized.

We are now preparing a survey authorization for work entailed in planning this connection. At present, only that portion from the freeway to the street system is contemplated, with the extension of a connection to the Oregon-Washington Highway to follow at a later date.

The standard drawing of the interchange with the freeway was presented for your approval April 28, 1964. You are urged to give consideration to the evidence recorded at the hearing in reaching your decision. We request that approval be given this plan at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
JUN 4 - 1964

FOR FILING
I-80N-5(27)204
7099

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 2, 1964

08-35.3

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Specific Location of FAI Route 80N
Pendleton Bypass

Mr. Shaw's letter of May 13 requested approval of the specific location of the Pendleton Bypass section of Interstate 80N. Intermediate control point located two miles southeast of Pendleton was approved on April 28, 1955 and the intermediate control area on Reith Hill west of Pendleton was approved on November 20, 1956. The specific location of this route between these two points is approved effective this date as delineated in red on the sketch map accompanying your letter.

This approval is with the understanding that the above mentioned section is an acceptable portion of Interstate Route 80N within which ultimate full control of access and other standards prescribed in PPM 20-4 can and will be obtained.

You have advised that a public hearing has been held in connection with this section location and that feasible locations exist on adjacent sections for development to Interstate standards. Prior to authorization of preparation of detailed plans for this section resolvement of the apparent overlap between Project I-80N-5(1)147 and I-80N-5(4)204 will have to be made.

Justification for the inclusion of the 3rd Street interchange in the 1965 Interstate cost estimate has not been submitted to this office for consideration. This matter should be resolved before any expenditure of Interstate funds are committed to this interchange.

Original to Young
6-4-64

NOTED
LLOYD P. SHAW

RECEIVED
MAY 14 1964

FOR FILING

I-80N-5(29)204

7697

May 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Control Area
Pendleton, I-80N

Dear Sir:

For your approval, we are submitting herewith a map showing the control points which have previously been approved westerly and easterly of Pendleton along with the route selected through the control area as the same is affected by the location of I-80N.

The route shown is the south alternate as considered in the route hearing March 31, 1964. The route is the least expensive of the routes investigated and provides service satisfactory to the community.

The existing highway will provide service into the city and will be retained as a part of the highway system.

The proposed route is one on which ultimate full control of access and other standards described in PPM 20-4 can and will be obtained.

Similar feasible locations that can be improved to complete control of access standards are available on the adjoining sections of the Interstate Route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:mb
cc: A. E. Young
F. B. Morgan
Forrest Cooper
R. L. Porter
C. E. Maison

RECEIVED
MAY 1 4 1964
FOR FILING

I-80N-5(35)204

7097

May 12, 1964

Mr. A. B. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Control Area
Pendleton, I-80N

Dear Sir:

For your approval, we are submitting herewith a map showing the control points which have previously been approved westerly and easterly of Pendleton along with the route selected through the control area as the same is affected by the location of I-80N.

The route shown is the south alternate as considered in the route hearing March 31, 1964. The route is the least expensive of the routes investigated and provides service satisfactory to the community.

The existing highway will provide service into the city and will be retained as a part of the highway system.

The proposed route is one on which ultimate full control of access and other standards described in PPM 20-4 can and will be obtained.

Similar feasible locations that can be improved to complete control of access standards are available on the adjoining sections of the Interstate Route.

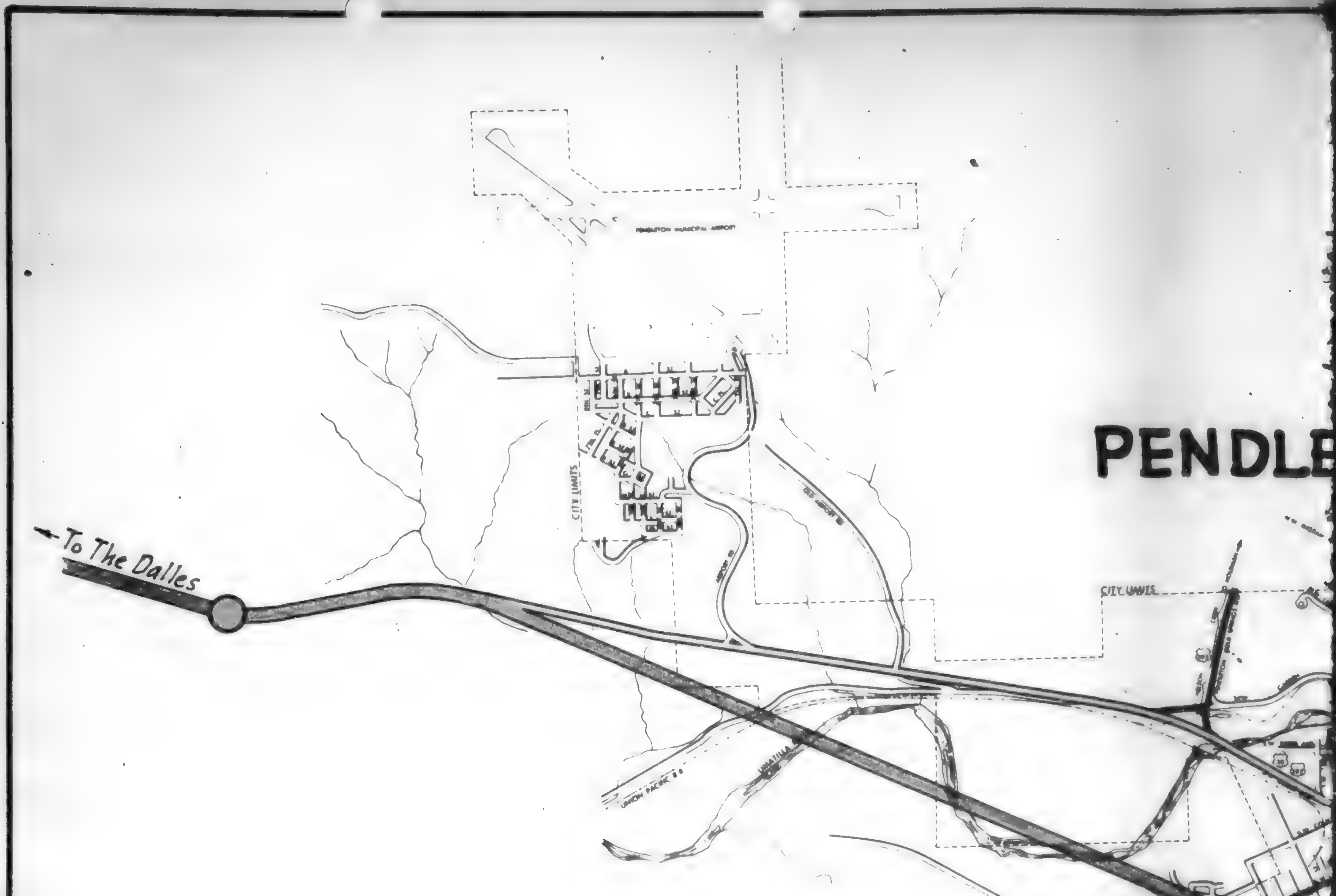
Very truly yours,

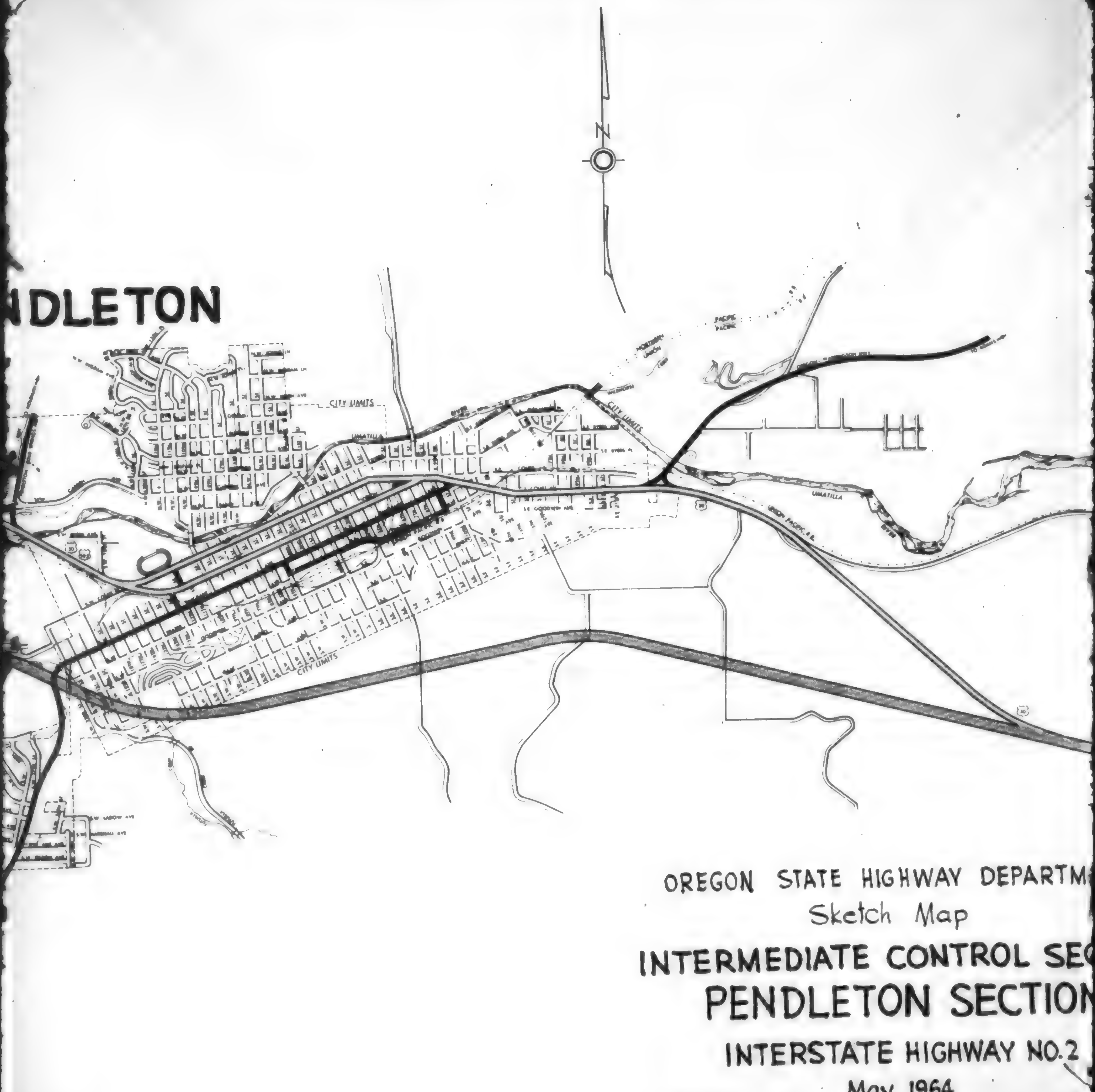
Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:mb
cc: L. H. Young
F. B. Morgan
Forrest Cooper
R. L. Porter
C. H. Nelson


PENDLE
To The Dalles
PENDLETON MUNICIPAL AIRPORT
CITY LIMITS
CITY LIMITS
CITY LIMITS
UNION PACIFIC R.R.
LEGEND
Intermediate Control Point
Intermediate Control Section for which Approval is Requested
Intermediate Control Section Previously Approved
Route Presently in Use



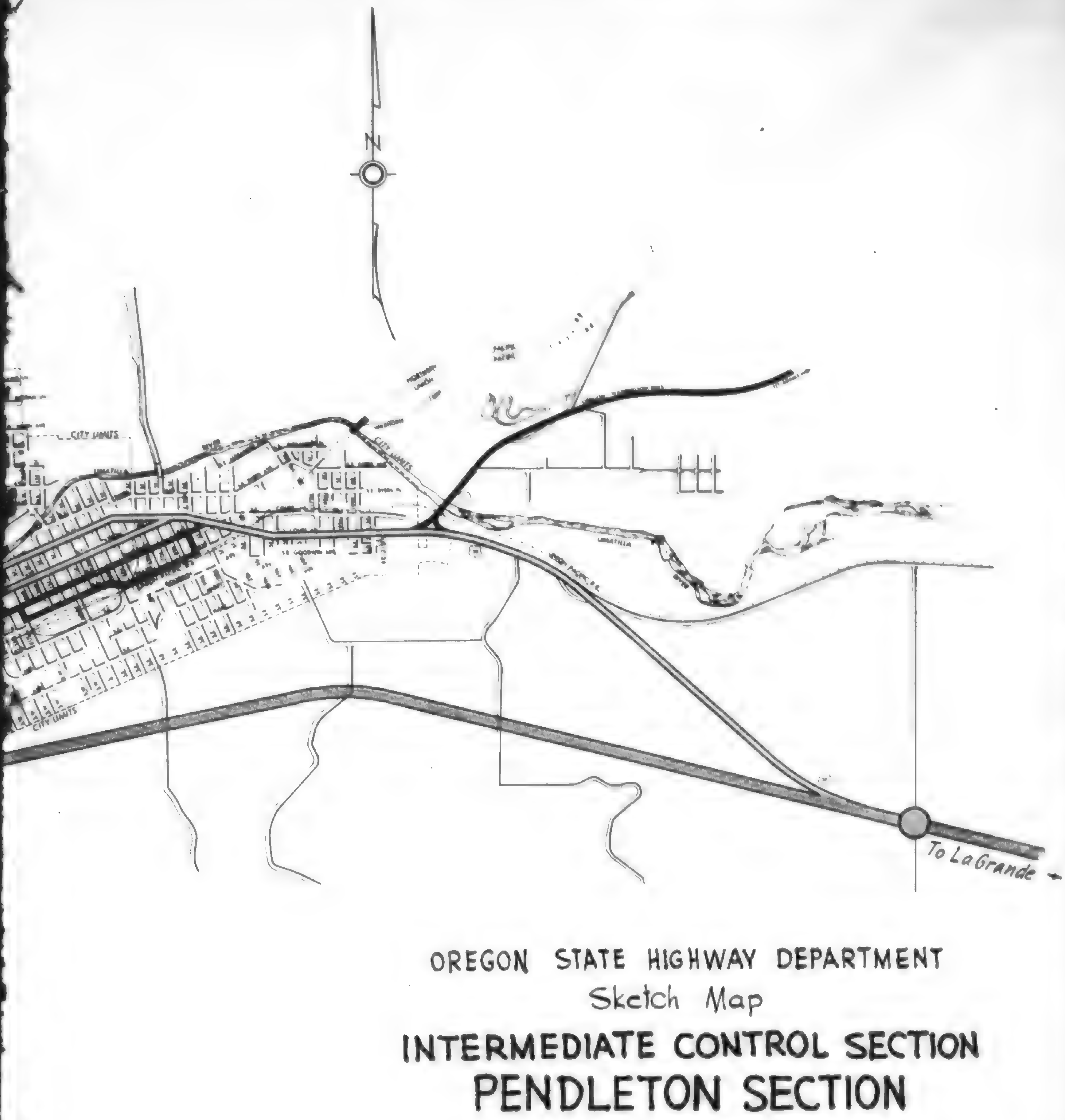
OREGON STATE HIGHWAY DEPARTM
Sketch Map

INTERMEDIATE CONTROL SEC

PENDLETON SECTION

INTERSTATE HIGHWAY NO.2
May, 1964

IR-4-48



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

INTERMEDIATE CONTROL SECTION
PENDLETON SECTION

INTERSTATE HIGHWAY NO. 2

May, 1964

RECEIVED
MAY 19 1964
FOR FILING

I-80N-5(37)204

7697

NOA

May 4, 1964

4-23-64

Hon. Paul A. Thalhofer
Mayor of Pendleton
City Hall
Pendleton, Oregon

Dear Mayor Thalhofer:

The State Highway Commission at its meeting on April 23 adopted a survey concerning improvement on the Pendleton Section of the Old Oregon Trail (I-80N).

You will recall that a public hearing on this project was held in Pendleton on March 31, 1964, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 281" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Umatilla County Court
Courthouse
Pendleton, Oregon

Victor Wolfe

I-80N-3(27) [illegible]
7097

COPY FOR MR. Vic Wolfe
From Floyd Query, Secretary

RESOLUTION

[illegible]

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, a public hearing was held in the city of Pendleton on March 31, 1964, in accord with State and Federal laws; and

WHEREAS, after due consideration of said survey, field notes, transcript of the hearing, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Pendleton Section of the Old Oregon Trail (I-80N), beginning at Highway Engineer's Station 1200+00 approximately one-half mile westerly of the Airport Road and extending in an easterly direction to Highway Engineer's Station 1580+00 near Theater Road, together with the map, which for identification purposes bears Survey Approval Map File No. IR-3-1369 and the date of April, 1964, (Right of Way Map No. ______________________, dated ________________), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a highway with complete access control.

April 23, 1964

4. That heretofore this Commission by resolution, dated November 3, 1948, designated the said Old Oregon Trail as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 23rd day of April, 1964, as "Survey Resolution No. 281".

RECEIVED
APR 24 1964
FOR FILING

I-80N-5(27)264

7097

NOA - April 23, 1964 Commission Meeting

Oregon State Highway Commission

Gentlemen:

I am attaching a survey approval map of the Pendleton Section of Interstate 80N. The length of this section is 7.2 miles.

A public hearing was held on this section March 31, 1964, at which time there was no dissenting testimony regarding the construction along this route. Costs are estimated to be $5,200,000 for construction and $1,600,000 for right-of-way.

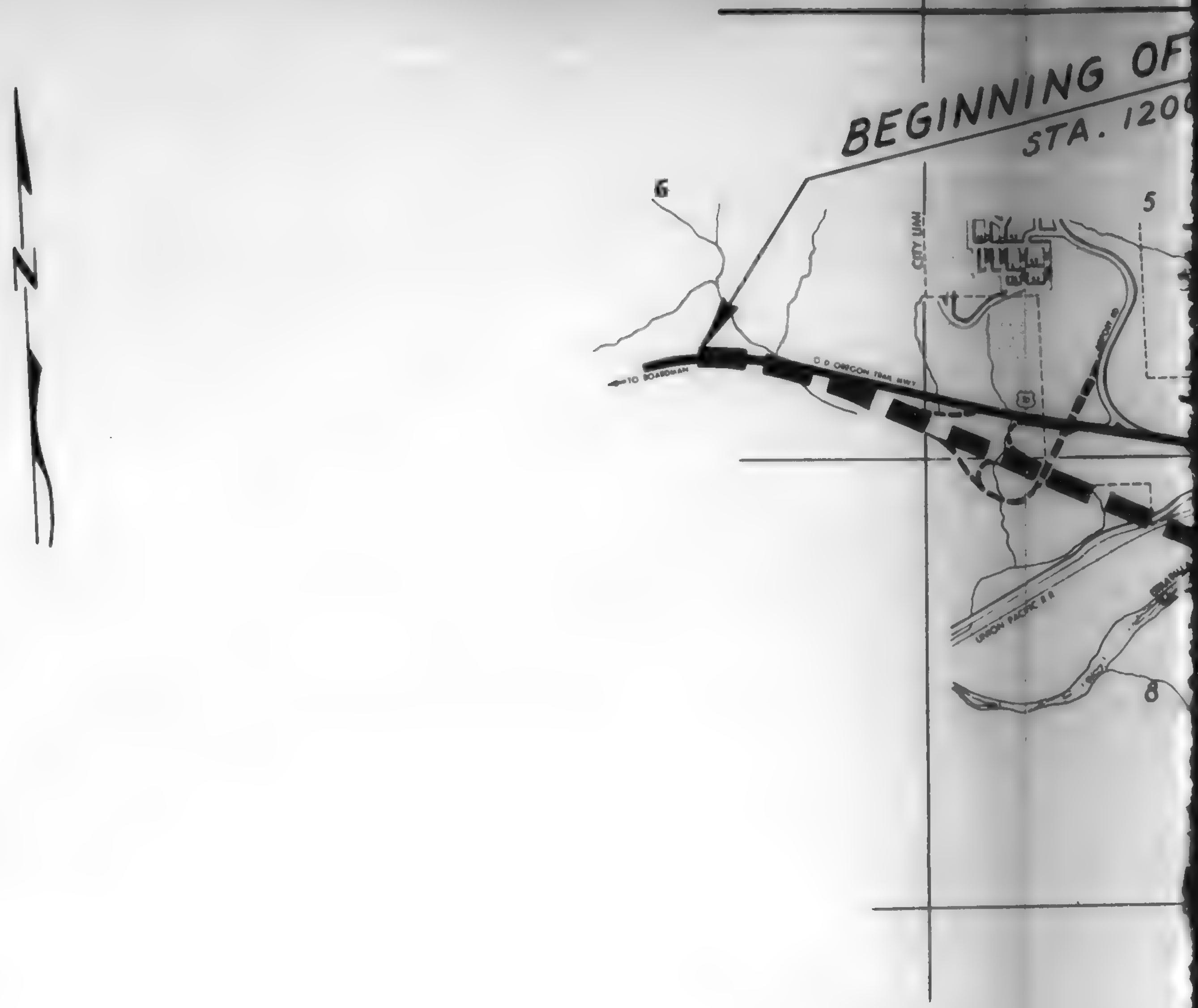
I recommend that you approve the survey and authorize acquisition of the necessary right-of-way.

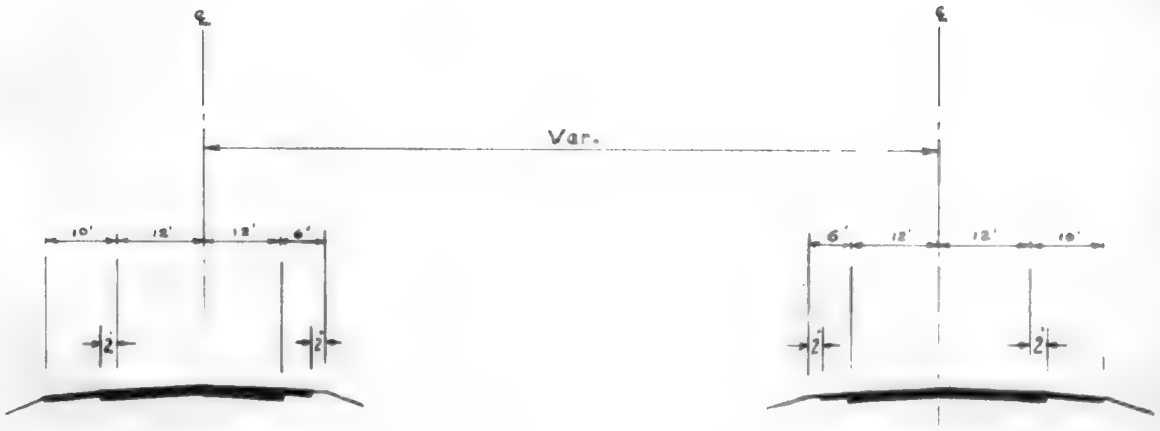
Vty

DJB:ra ms

4-24-64
Copy of letter and map to:
Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright

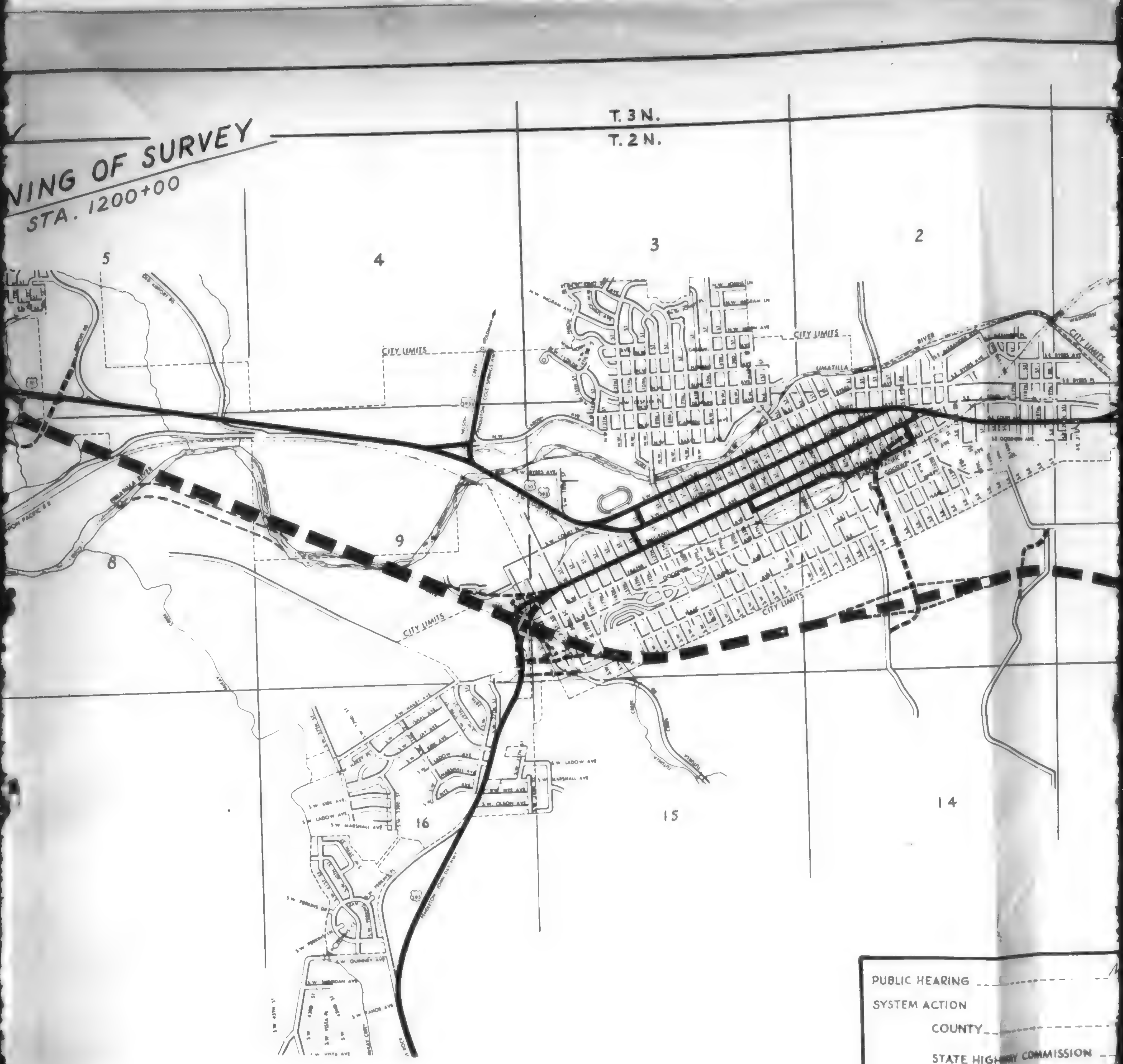
not retyped for Commission meeting. ma





TYPICAL SECTION

7.20 Mi.



PUBLIC HEARING

SYSTEM ACTION

COUNTY

STATE HIGHWAY COMMISSION

BUREAU OF PUBLIC ROADS

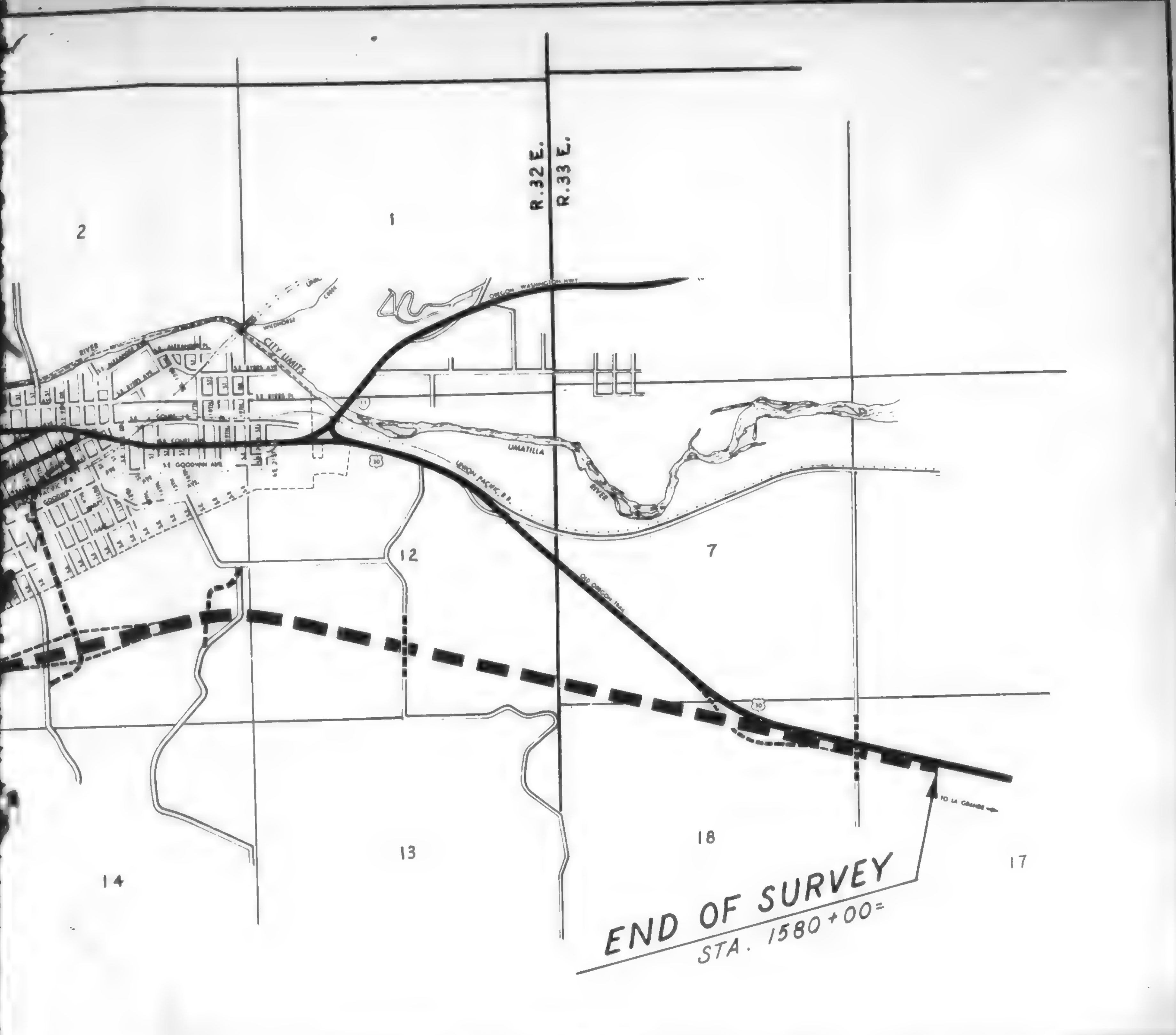
THROUGHWAY RESOLUTION ADOPTED

ACCESS CONTROL

APPROVED APR 22 1964 19

DEPUT

DRG. NO. 1R-3-1369



PUBLIC HEARING	March 31, 1964
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Complete

APPROVED APR 22 1964 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

PENDLETON SECTION
OLD OREGON TRAIL
(Interstate 80N)
UMATILLA COUNTY

SCALE: 1" = 2400' ±

DATE: April, 1964

FOR DETAILS SEE DRG. NO.

A

RECEIVED
APR 21 1964
FOR FILING
I-80N-5(22)104
7097

April 20, 1964

Hon. Paul A. Thalhofer
Mayor of Pendleton
Post Office Box 190
Pendleton, Oregon

Dear Mayor Thalhofer:

Thank you for your April 6 letter concerning the cooperation between the City of Pendleton and this Department in relation to the Interstate 80N project.

It has indeed been a pleasure to have had the opportunity to work on the problem on such an amicable basis. We are also very grateful for the fine attitude of the people of Pendleton and the many courtesies extended to this Department.

We will see that Mr. Shaw and Mr. Wolfe each get a copy of your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RLP:ms bbc

RECEIVED
APR 21 1964
FOR FILING

I-80N-5(29)204

7097

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

April 6, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

I would like to take this opportunity, in behalf of the City of Pendleton, to thank you and your staff for the splendid cooperation and excellent studies made during the past two years concerning the relocation of Highway 30 in the Pendleton area. In particular, we would like to recognize Lloyd Shaw and Vic Wolfe for the special time and effort given to make the project acceptable to all concerned.

We realize that having the Highway Commission hearing completed doesn't end the effort to obtain the project. We know that your department has months of negotiations and further studies and planning before the decision is reached. We want you and your staff to know that we are standing by to assist in any way possible, during this period, to help accomplish the program agreed to at the hearing, at which time our community demonstrated its united support of your department's proposal.

Yours very sincerely,

Paul A. Thalhofer

Paul A. Thalhofer
Mayor

RECEIVED
APR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

THE WORLD'S ROUND-UP CITY

Copy to FC

Copy to Commission 4-20-64

A STORY OF COOPERATION

From E. O. April 6, 1964

When a hearing held here by the state Highway Commission last week on the location of the bypass route of Highway 30 was concluded one of the commissioners, Kenneth Fridley, declared the cooperation of Pendleton officials with the state Highway Department was "without parallel anywhere alse in the state."

That's a strong statement. We might benefit from reviewing some of the story that prompted it.

Several months ago several groups in the city began intensive study of the bypass problem. Two groups, the city Planning Commission and a citizens' committee of which Til Stone was chairman, did a great amount of the work. They carefully examined four routes which Highway Department engineers had suggested as being possible. In each case they studied the locations of interchanges from the bypass because of the importance of getting highway traffic into and out of the center of the city.

City Manager Mel Gardner filled the role of liaison between the committees and the Highway Department. He communicated the thinking of the committees to the department and got from the department answers to the committees' questions.

It gradually became increasingly apparent that the South Route would serve Pendleton best if proper interchanges from it were established. It became evident that fewer homes would be affected by that route and that an interchange between SE Fourth and Fifth streets to a connection with Court, Dorion, Emigrant and Frazer would serve the business community well.

When the committees agreed on that route and it was found acceptable to the Highway Department an important task yet remained. From the beginning the committees were determined to settle on a plan that would have as near to unanimous support in the community as possible. The committees had seen the tragic results in other cities where it had not been possible to arrive at unanimity of opinion and they were determined to not have that happen here.

The committees carefully followed a procedure of informing citizens of the history of the bypass route decision they had come to. They spoke to organizations, held public hearings, used press and radio and supplied information through the offices of the chamber of commerce. They wanted to be sure that nobody could say he had not been given the opportunity to learn all he wanted to know about the bypass.

It all came to a happy conclusion last week with the final hearings. The Highway Commission and its engineers and the Pendleton city administration are in complete agreement.

Now, the Highway Commission takes the Pendleton bypass project to the U.S. Bureau of Public Roads for its approval. That approval is extremely important because in excess of 90 per cent of the funds that will go into the project will be federal funds. With the Highway Department and the City in complete agreement on this project it will be difficult for the Bureau of Public Roads to ask any significant changes.

The BPR will not be able to make changes, as it has on many projects, because the state and city were not in agreement or because there was division of thought within a city. In this case the state and city are working as one and they are determined to get federal approval of the project they are agreed upon.

That's the story behind the generous compliment Mr. Fridley paid Pendleton.

RECEIVED
APR 16 1964
FORM E-123X 50M 9-62

NOTED
R. L. PORTER

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-5(27)304
7097

April 14, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention: Mr. Ted Dec

Dear Sir:

On March 2, 1964, the Mayor of Pendleton was notified by letter of the Highway Commission's plans to relocate and construct the Pendleton Section of the Old Oregon Trail (Interstate 80N,) and that the Highway Commission would hold a public hearing in the Vert Auditorium of the Helen McCune Junior High School in Pendleton on March 31, 1964. Public notices were published in the Pendleton "East Oregonian" and Pendleton "Record." The hearing was held on March 31. A transcript of the hearing and copies of all correspondence on the matter are attached.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of this section of highway and that the State Highway Department has considered the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

by

D. N. Harwell
D. N. Harwell
County and City Office Engineer

DNH:eb
Att.

cc: R. L. Porter
L. P. Shaw
Victor Wolfe
F. D. Morgan
L. H. Young
J. E. Morelock
J. W. Nash

RECEIVED
APR 6 1964

FOR FILING
I-80N-5(29)204

7097

April 3, 1964

Mr. J. N. Peet, Secretary
Oregon State Board of Control
20 State Capitol
Salem, Oregon 97310

Dear Mr. Peet:

This will acknowledge your letter of April 1 concerning the effect of the proposed Pendleton Bypass on lands held by the Board of Control at the Eastern Oregon State Hospital.

So your request may have proper attention, I am forwarding copies of the information that you sent to Mr. Forrest Cooper, State Highway Engineer, and to Mr. Walter Wright, Right of Way Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Forrest Cooper
Walter Wright

OFFICE OF SECRETARY

MEMBERS
MARK O. HATFIELD . . . . . . GOVERNOR
HOWELL APPLING, JR. SECRETARY OF STATE
HOWARD C. BELTON . STATE TREASURER

OREGON STATE BOARD OF CONTROL
SALEM 10

April 1, 1964

Mr. Floyd Query, Secretary
State Highway Commission
Highway Building
Salem, Oregon

Dear Mr. Query:

In your letter of March 2, 1964 to the Mayor of Pendleton, a copy of which was sent to this office, you indicated that you plan on bisecting certain lands held by the Board of Control for the State at the Eastern Oregon State Hospital.

Attached please find a copy of the letter from the Superintendent of the Eastern Oregon State Hospital. This letter has been discussed with Dr. Treleaven, Administrator of the Mental Health Division, and we are in agreement as to his suggestion. Please note in the third paragraph that provision should be made to protect the drainage system in order to prevent the land from becoming a swamp as it once was due to poor drainage.

The other comment relates to the area which will be isolated when the highway bisects the State property. For all practical purposes this land would be of no value for our purposes once it is isolated. It is requested that when you consider acquiring right of way that you include acquisition of this small isolated strip.

Sincerely,

J N Peet

J. N. Peet
Secretary

JNP:jo
cc: Mr. W. Reid Hanson, Supervising Engineer
Dr. E. I. Silk, Superintendent
Dr. J. H. Treleaven, Administrator

Enclosure

RECEIVED
APR - 3 1964
[illegible]
STATE HIGHWAY COMMISSION

ADDRESS ALL COMMUNICATIONS AND
MONEYS TO SUPERINTENDENT

VISITING HOURS EVERY DAY
9:00 TO 11:00 A.M.
1:30 TO 3:30 P.M.

STATE OF OREGON
EASTERN OREGON STATE HOSPITAL
PENDLETON

March 23, 1964

J. H. Treleaven, M. D., Administrator
Mental Health Division
5 Capitol Building
Salem, Oregon 97310

Dear Doctor Treleaven:

I have a copy of Mr. Peet's letter to you of March 17, concerning the projected relocation of highway 80N through the institution grounds. At a meeting in Pendleton in early February this matter was discussed by highway department representatives and there was no indication that the highway would cross the Umatilla River as now proposed.

It would appear that the new proposal would be about 250 feet south of the Admission Hospital and about 600 feet south of the main hospital. From the standpoint of noise and as a traffic hazard, the railroad tracks are much more objectionable than the new freeway would appear to be.

There are two things that should be given consideration, however, First, the area of farm land cut off by the highway and the river dike would likely be inaccessible and I think should be purchased as part of the right-of-way. Secondly, there is an underground spring near the hog area that used to be a mud hole or almost a swamp. Several years ago a drainage pipe was installed to carry this water to the river and the line comes through the dike, probably north of the proposed channel change marked on the sketch. This might eliminate our drainage line and cause the swamp to return. I have marked this area on the attached sketch.

Other than these comments I have no further objections to the highway relocation.

Very truly yours,

E. I. SILK, M. D.
Superintendent

EIS/bw
Encl.

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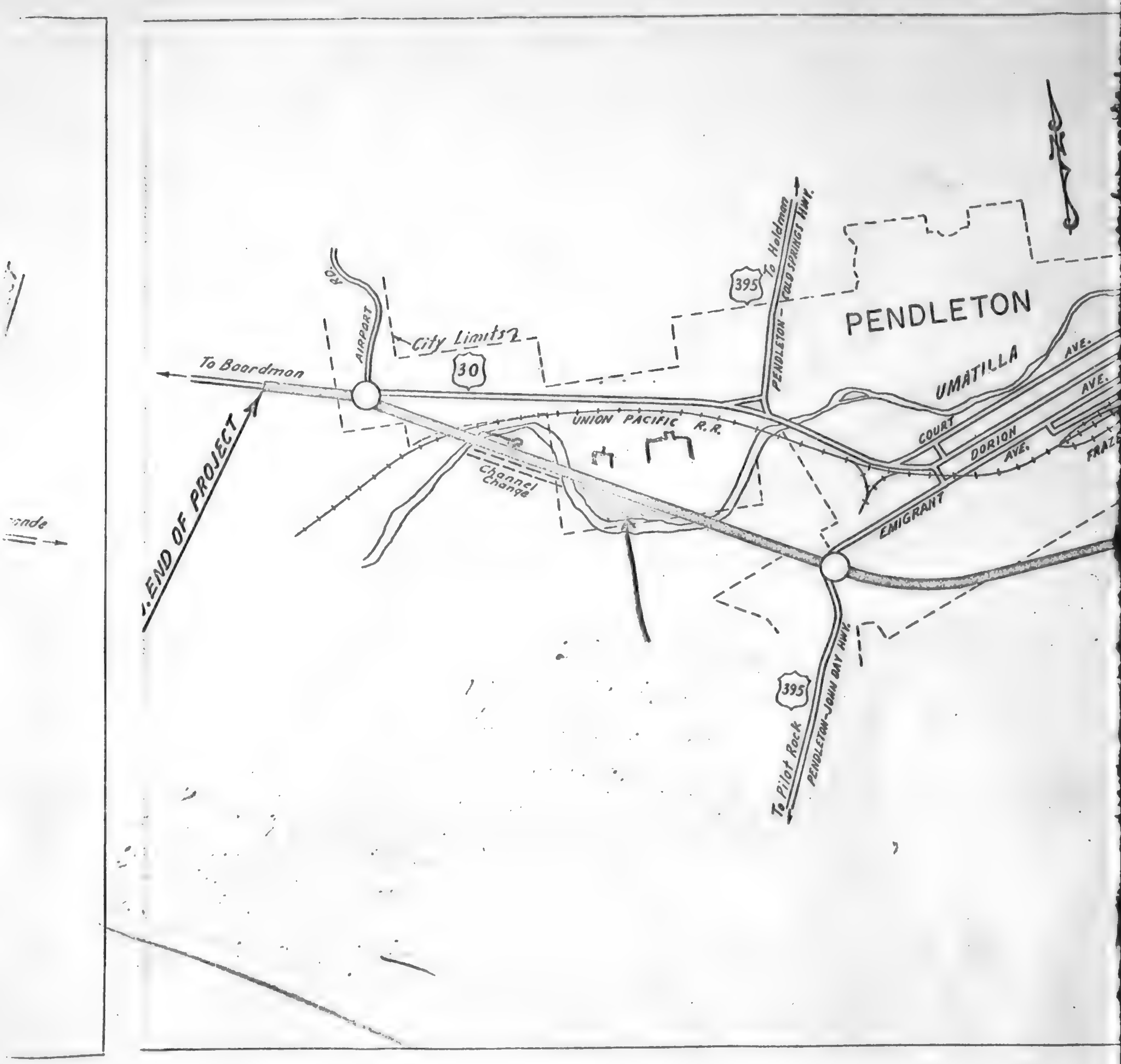
To Boardman
END OF PROJECT
AIRPORT RD.
City Limits
30
395
To Holdman
PENDLETON - COLD SPRINGS HWY.
PENDLETON
N
UMATILLA
AVE.
COURT
AVE.
DORION
AVE.
FRAZ
UNION PACIFIC R.R.
Channel Change
EMIGRANT
395
To Pilot Rock
PENDLETON-JOHN DAY HWY.
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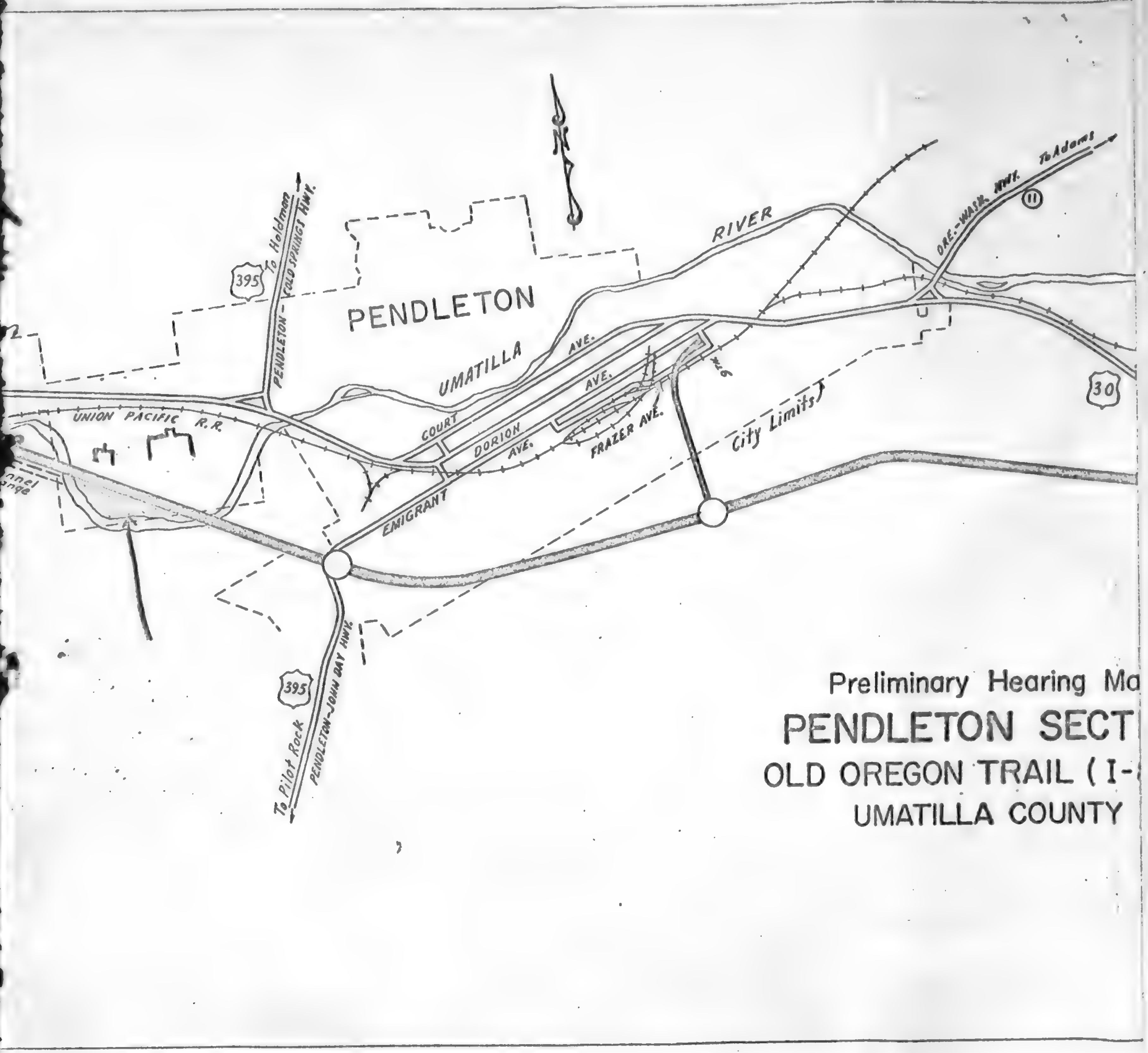

Preliminary Hearing Ma

PENDLETON SECT

OLD OREGON TRAIL (I-

UMATILLA COUNTY

RECEIVED
APR 3 1964

FOR FILING
I-80N-5(29)204
7097

Salem, Oregon
April 2, 1964

O. J. Brogoitti property
Pendleton Bypass
Interstate 80N

Mr. F. D. Morgan
Construction Engineer
Building

After attending the hearing at Pendleton, Mr. Wolfe advised that when alignment is sufficiently firm to permit discussion of right-of-way matters, Mr. Brogoitti, 112 N. W. Tenth, should be contacted in regard to the affect on his property, which is below the highway approximately opposite the airport road. It appears that any line we have in this area will sever his dwelling from his operating buildings and acreage.

Mr. Brogoitti is well acquainted with Mr. Fridley and discussed this matter with him after the hearing.

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:ajw

cc Victor D. Wolfe

RECEIVED
APR 2 1964
FOR FI[illegible]

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

I-80N-5([illegible]) [illegible]

7097

March 25, 1964

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Vic:

This will confirm our conversation of this date in which I indicated to you I would forward a copy of the statement the city will make at the hearing on March 31. Enclosed is the statement with a copy of the Planning Commission recommendation and the citizen committee recommendation which are incorporated in and made a part of the official statement.

I may see you Friday afternoon for any last minute details concerning the Monday and Tuesday sessions in Pendleton.

Yours very truly,

M. O. Gardner
City Manager

MOG/slk
Enc.

RECEIVED
MAR 26 1964
OFFICE OF
STATE HIGHWAY ENGINEER

THE WORLD'S ROUND-UP CITY

STATEMENT

of

THE COMMON COUNCIL OF THE CITY OF PENDLETON

presented to

THE OREGON STATE HIGHWAY COMMISSION

At its hearing on Interstate 80N; Pendleton, Oregon
March 31, 1964

My name is Paul A. Thalhofer, I am an Attorney, and since January 1, 1963, I have served as the Mayor of the City of Pendleton.

It is a distinct pleasure for me to welcome all of you gentlemen to the City of Pendleton, particularly in view of the purpose for which you have come. The satisfactory construction of Interstate 80N means a great deal to this city; it is something that we have waited for for a long time.

In one respect, we are sorry to see this hearing come to pass. During the process of developing our studies concerning this facility, we have also developed a fine working relationship with the Oregon State Highway Department. We trust that this splendid cooperation, and this honest appreciation of our local problems will not end with the conclusion of this hearing. The City Council has asked me to tell you that we are very grateful for the gracious cooperation and helpful attitude displayed by the personnel of the highway department.

The statement that I am about to give was formulated and adopted by the common council of the City of Pendleton on March 24, 1964. As such, it represents the official policy and the official position of the City of Pendleton regarding the location of and facilities for Interstate 80N in the Pendleton area.

We have acted on the basis of recommendations made to us by two of our committees; first, the citizens committee assigned to specifically study this problem and secondly, the Planning Commission of the City of Pendleton.

STATEMENT

of

THE COMMON COUNCIL OF THE CITY OF PENDLETON

presented to

THE OREGON STATE HIGHWAY COMMISSION

At its hearing on Interstate 80N; Pendleton, Oregon
March 31, 1964

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We have acted on the basis of recommendations made to us by two of our committees: first, the citizens committee assigned to specifically study this problem and secondly, the Planning Commission of the City of Pendleton.

On February 13, 1963, the Pendleton City Council and the Board of Directors of the Pendleton Chamber of Commerce announced the formation of a committee of citizens whose responsibility was to examine the entire range of problems facing the City of Pendleton. At that time, one subcommittee was primarily charged with the responsibility of evaluating the proposals made by the highway department for the location of facilities of Interstate 80N and to work with appropriate officials and the representatives of the department in attempting to secure a basis for agreement on means for alleviating or eliminating any problems that might be created or magnified by the location of this facility. In the months that followed, the subcommittee met several times in an effort to thoroughly and conscientiously discharge their responsibility. On March 6, 1964, over a year after its first meeting, the committee submitted its final report to the City Council and to the Board of Directors of the Chamber of Commerce. The recommendations forwarded to the City Council were as follows:

> "That the City Council accept the south route as proposed by the Oregon State Highway Department, with the following provisions:
>
> "1. That complete interchanges be constructed at the west end of the by-pass in the airport area, at the intersection of the freeway with U. S. 395, and in the area of S.E. 4th or 5th Street, extended, and that the Highway 11 connection be constructed from that point down the 4th street grade into the 9th street area. That a half-interchange be constructed at the east end of the by-pass.
>
> "2. That freeway construction recognize the extension of the two county roads that service the south reservation area to and from the city, and also the extension of the central interchange road to the south, to provide access to this area.
>
> "3. That all entrances to and exits from the city be properly signed and marked on the freeway for the benefit of the tourist traffic."

On March 19, 1964, the Planning Commission of the City of Pendleton recommended to the Council that we accept the recommendations forwarded by the citizens committee. The Planning Commission, in its memorandum of March 19, urged the council to strongly support the south route and all four interchanges. The commission further observed,

> "....the construction of the freeway, and more particularly the central interchange should be number one on the city's list of priorities. ....We accept this priority recommendation as valid. The Commission is certain that once the alignment and facilities for Interstate 80N in the Pendleton area are settled, it will be extremely difficult to obtain additional access to this facility. The provision of additional over-crossings, except at extremely high cost to local government would be all but precluded."

On March 24, 1964, the Common Council unanimously adopted the following resolution:

RESOLUTION NO.______

"WHEREAS, the Common Council of the City of Pendleton has received a report from the Highway 30 Relocation Subcommittee of the People Planning Pendleton's Progress Committee, and

"WHEREAS, the Common Council has received a report from the Planning Commission of the City of Pendleton on the Relocation of U. S. Highway 30, and

"WHEREAS, the Common Council has studied said reports and has independently studied the problems attendant to the Relocation of U. S. Highway 30 and the interchanges with the relocated highway, and

"WHEREAS, officials of the City of Pendleton and community leaders have met with the Oregon State Highway Commission and its officials relative to the relocation and interchanges of relocated Highway 30,

NOW THEREFORE BE IT RESOLVED BY THE COMMON COUNCIL of the City of Pendleton,

1. That the City of Pendleton shall support and shall urge the relocation of U. S. Highway 30 on an alignment known as the "South Route".
2. That the City of Pendleton shall support and shall urge the construction of all of the following interchanges with said relocated highway, to wit:
    a. A full interchange in the vicinity of the municipal airport,
    b. A full interchange at the intersection of the freeway with U. S. Highway 395,
    c. A full interchange in the vicinity of S. E. 4th or 5th Street, from which interchange a connection with the Oregon-Washington Highway shall be constructed, down the 4th Street grade and terminating in the vicinity of S. E. 9th Street.
    d. A half-interchange at the east end of the project.
3. That the Mayor of the City of Pendleton be authorized to represent the City of Pendleton at the hearing to be held by the Oregon State Highway Commission in Pendleton on March 31, 1964, and that he present to the Commission the position of the City in this matter.

PASSED BY THE COMMON COUNCIL AND approved by the Mayor, this 24th day of March, 1964."

In order that you gentlemen may have a fuller understanding of the position that is being taken by the City of Pendleton, I am requesting that these two reports be accepted as a part of the record of these proceedings. I will not, unless you specifically request me to do so, take the time to read them to you this afternoon. Rather it seems more appropriate to present to you a brief outline of the considerations that the City regards as basic to a facility that is to be of such permanent importance to the community.

In the development of our comprehensive plan, our Planning Commission has established five basic policies regarding the satisfactory accommodation of any freeway in the Pendleton area. They are as follows:

1. The primary function of a freeway is to accommodate the continuous movement of heavy volumes of all types of inter-community and inter-regional vehicular traffic. Freeways have full access control.
2. Access to freeway facilities in the Pendleton area is to complement the local street network as much as possible.
3. On freeways, the interchanges shall be located on the basis of future land use, as well as existing land use; and on the basis of intersections with planned arterial streets as well as existing arterial streets.
4. Grade separated crossings shall be constructed so as to allow for continuity of all designated arterial and collector streets.
5. Frontage roads along freeways, connecting streets with interchange access, shall be constructed where necessary to provide for adequate traffic circulation within neighborhoods within the Pendleton urban area.

We believe that these policies are sound principles of highway planning, and that a freeway facility constructed in accordance with those policies will effectively serve the future development of this area.

A facility so located and designed would relieve local streets of through traffic, would provide for quick and easy access to all major employment and commercial centers of the area, and would cause a minimum disruption of local traffic patterns, local utility services, and other public facilities. In short, gentlemen, such a facility would encourage desirable long-range development patterns in and near the City, and would promote the sound economic growth of the area. These are objectives that we would like to achieve.

We fully realize that your primary concern is to provide a facility that will fulfill your obligation under the provisions of the National Defense Highway Act. We also believe that you fully realize that the concern of the City is to not only minimize any adverse affects that may result from construction of the freeway, but, more constructively, to utilize the freeway fact of life to advantage in the overall development of our community. The reports that I have submitted to you outline in some detail the role that this alignment and these interchange facilities play in this overall development.

After examining the reports submitted by the Highway Department, it is apparent to the City Council that the only proposal that can meet all of these development objectives is the South Route, equipped with four interchanges; one at the airport, one at U. S. 395, one in the vicinity of S. E. 4th Street serving as a central area access as well as a connection to the Oregon-Washington Highway, and one at the east end of the project.

We agree with our committees: the matter of interchange design and location is the most significant problem involved in the whole question of the freeway location. We believe that all of the interchanges noted above are vital elements of any freeway facility that is to properly serve the Pendleton area now and in the years to come. (In this connection, we hasten to remind you that the Pendleton area is the largest urban concentration served by Interstate 80N between Portland and Boise.)

Lest there be any possibility of misunderstanding, the Council wishes to make perfectly clear that the City of Pendleton would consider any facility that did not provide for all of these interchanges as completely unacceptable to the city.

This community is proud of the fact that its approach to community problems and requests for expenditure of state and federal funds in this locality has always been on a reasonable, studied basis. In short, gentlemen, we have never come to you, or to anyone else for that matter, with a "pie in the sky" approach. For example, we have foregone the exertion of any pressure upon the Highway Commission to construct the Emigrant Avenue railroad separation. This has not been because this facility is not needed, but because we have sympathy for your cost problems in this matter.

The position of the City of Pendleton on the matter of the location of Interstate 80N and the interchanges to serve the City is likewise nothing other than a perfectly reasonable position. We are asking for what we need--nothing more; we certainly will settle for nothing less. The Bureau of Public Roads Instructional Memorandum No. 50-2-63 indicates that the bureau policy is to "carry out the transportation planning process in a manner that will insure that the planning decisions are reflective of and responsive to both the programs of the State Highway Department and the needs and desires of the local communities." We are satisfied that the South Route, with the four interchanges indicated, fulfills that policy.

After examining the reports submitted by the Highway Department, it is apparent to the City Council that the only proposal that can meet all of these development objectives is the South Route, equipped with four interchanges; one at the airport, one at U. S. 395, one in the vicinity of S. E. 4th Street serving as a central area access as well as a connection to the Oregon-Washington Highway, and one at the east end of the project.

We agree with our committees: the matter of interchange design and location is the most significant problem involved in the whole question of the freeway location. We believe that all of the interchanges noted above are vital elements of any freeway facility that is to properly serve the Pendleton area now and in the years to come. (In this connection, we hasten to remind you that the Pendleton area is the largest urban concentration served by Interstate 80N between Portland and Boise.)

Lest there be any possibility of misunderstanding, the Council wishes to make perfectly clear that the City of Pendleton would consider any facility that did not provide for all of these interchanges as completely unacceptable to the city.

This community is proud of the fact that its approach to community problems and requests for expenditure of state and federal funds in this locality has always been on a reasonable, studied basis. In short, gentlemen, we have never come to you, or to anyone else for that matter, with a "pie in the sky" approach. For example, we have foregone the exertion of any pressure upon the Highway Commission to construct the Emigrant Avenue railroad separation. This has not been because this facility is not needed, but because we have sympathy for your cost problems in this matter.

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Thank you.

PEOPLE PLANNING PENDLETON'S PROGRESS

Streets and Highways Development Committee
Highway 30 Relocation Subcommittee

FINAL REPORT
OF
THE SUBCOMMITTEE ON
HIGHWAY 30 RELOCATION

March 6, 1964

To: Members of the City Council
Board of Directors of the Chamber of Commerce

Subject: Report of the Highway 30 Relocation Subcommittee,
Streets and Highways Development Committee,
People Planning Pendleton's Progress Program.

Gentlemen:

On February 13, 1963, the Board of Directors of the Pendleton Chamber of Commerce and the Pendleton City Council announced the formation of the 4-P Committee. At that time, this subcommittee was primarily charged with the responsibility of:

1. evaluating the proposals made by the Oregon State Highway Department for location and facilities of Interstate 80N, and
2. attempting to secure a basis for agreement on means for alleviating or eliminating problems (if any) that may be created or magnified by the location of facilities of Interstate 80N.

In the months that followed, the subcommittee met several times in an effort to thoroughly and conscientiously discharge their responsibilities.

On April 18, 1963, the subcommittee met with representatives of the Highway Department, and with this group, conducted a field tour of the area. In the evening, a meeting with these gentlemen was held, and the problems of locating the Interstate facility in the Pendleton area were candidly and amicably discussed. As a result of that meeting, it appeared that sufficient study on all aspects of the facility had not been made by the Highway Department. The subcommittee, acting through the City Manager, requested further study by the Highway Department. After two months of additional study, the Highway Department submitted a partial answer to questions raised by the subcommittee. The subcommittee continued to work with the Highway Department through the year, and as a result of these efforts, the committee secured sufficient information to formulate the attached report.

Respectfully submitted,

Til Stone,
Chairman

People Planning Pendleton's Progress

Streets and Highways Development Committee
Highway 30 Relocation Subcommittee
March 6, 1964

FINAL REPORT

Introduction

As submitted to the city in its report entitled, Pendleton Freeway Report; Technical Report No. 62-3, the Oregon State Highway Department proposed that four basic alignments of Interstate 80N could be followed in the Pendleton area. These routes, as shown on Plate 1, are:

1. The North Route
2. The River Route or North Bank Route
3. The South Alternate or Bluff Route
4. The South Route.

In studying the matter of a proper alignment for a freeway facility in the Pendleton area, the subcommittee thoroughly examined and discussed the four routes submitted by the Highway Department. This report presents the findings of the committee as a result of these investigations, and includes the recommendations of the committee for the location and facilities of Interstate 80N in the Pendleton urban area.

As a basis for making their decision, the committee agreed that a freeway facility in the Pendleton area should:

1. be capable of moving large volumes of traffic,
2. be located and designed to relieve local streets of through traffic,
3. provide for quick and easy access to all major employment and commercial centers of the city,
4. cause a minimum disruption of local traffic patterns, local utility services and other public facilities,
5. be designed and located to promote economic growth in the area,
6. be located and designed so as to encourage desirable long-range development patterns in and near the city, and
7. be an aesthetic asset to the community.

Committee Analysis of the Four Routes

The North Route

The committee finds that the North Route does not meet any of the criteria for locating the freeway, except that of moving large volumes of traffic. This route does absolutely nothing for the City of Pendleton. The only accesses that could be provided to the city from this alignment are at the airport and the drive-in theatre, and trucks wishing to make a stop in the Pendleton area would be forced to travel the already congested city streets for the entire distance between those two points. In addition to these objections, the North Route does not provide for a scenic setting, and because of extreme grade conditions that would be encountered, the State Highway Department's estimates indicate that it would be extremely expensive to construct.

The North Bank or River Route

After lengthy deliberations, the committee finds that the River Route should be unacceptable to the City of Pendleton. This route would not serve to separate much through traffic from locally-destined traffic, and would also fail to eliminate truck traffic from the streets of the city's central business district.

In addition to this, construction of the River Route would require a fill that would cause irreparable damage to the aesthetic qualities of the river, would tend to lower values of adjacent north-side residential properties, and would certainly preclude any possibility of additional river crossings in the city. In addition, this route would provide no access to the city's central business district at all.

The South Alternate Route

The committee thoroughly reviewed the proposal for the South Alternate Route, as it did seem to offer a number of desirable features. The committee suggested that the Highway Department study several modifications to the originally proposed South Alternate alignment. The Highway Department did this, and consequently revised their thinking on this routing. Even so, the committee finds that the South Alternate Route has some significant deficiencies.

1. The facility would result in a considerable disruption of community life. Acquisition and clearing of properties for right-of-way for the facility would involve the destruction of about 203 houses in the South Hill residential area, and would result in the closure of a few of the very few local streets that provide access to this residential area.

2. The only feasible direct access into the central business district would involve the construction of an overpass beginning in the area of South Main on the south hill, over the tracks and reaching existing street grade at Emigrant Avenue. Consequently, those Main Street properties south of Emigrant would be beneath, or at best crowded beside, this structure.

3. Such access would mean that not only would truck traffic be encouraged to travel through the downtown area, but there would be

a preponderance of left turning movements at Emigrant and Main. This traffic pattern would be extremely dangerous and inconvenient, and would completely cancel any benefits of central area access that is so necessary to the continued improvement and development of the city's central business district.

4. No other exit from the freeway could be developed, thus eliminating any possibility of central area access other than that offered through the existing local street network served by the interchanges at the airport, at U.S. 395, and at the drive-in theatre.

The committee feels that these deficiencies are serious, and that a facility that contains such weaknesses cannot properly serve the city and its urban area. The committee finds that the South Alternate Route would not promote economic growth of the area, and would not encourage desirable long-range development patterns in and near the city.

It is the recommendation of the committee that this route not be accepted by the City of Pendleton.

The South Route

In the course of its deliberations, the committee also recommended to the Highway Department that further study be given to the possibility of shifting the proposed Southern alignment to the north far enough to provide a better view of the city. This, the Highway Department, indicated could be done.

The committee also requested the Highway Department to investigate the feasibility of substituting a full interchange in the vicinity of S.E. 3rd Street for the half interchange presented in the original document, and to realign the connection to Oregon 11 so as to also serve the city's central business district. The Highway Department also did this, and reported to the committee that such an interchange was feasible, and that such an alignment was engineeringly possible.

After a thorough review and examination of the proposals, and after rigorous discussions of all facets of the problem, the committee agreed that the construction of the South Route:

1. would disturb about 30 homes in the area,

2. would provide an attractive setting and an impressive view of the community for both east-bound and west-bound travellers, and

3. would relieve congestion on local streets by providing a good truck route around the city.

With the construction of a central interchange to provide more direct access to the central business district, the committee found that the South Route, with this additional facility would:

1. provide access to the central area at such a point that would be completely compatible with the city's existing traffic pattern and local street network,

2. provide the city with first class highway facilities directly serving all major employment, commercial and industrial areas, and

3. relieve traffic on the Emigrant-Frazer couplet, and would promote a desirable traffic pattern in the city's central business district.

The committee, therefore, finds that the South Route, with a central interchange, would very satisfactorily meet the requirements outlined in the introduction to this report. However, the committee wishes to make perfectly clear that this route is completely acceptable to the committee only if the central interchange facility is constructed as indicated.

The Importance of the Central Interchange

The committee feels that the South Route is acceptable only because it offers what no other alignment can --

1. direct access to the central area without complete disruption of the local street network and traffic pattern, and

2. an opportunity to effectively guide the growth of the community in a desirable direction.

The growth pattern evidenced in Pendleton makes the provision of community services such as sewer and water a difficult, costly, and sometimes inefficient proposition. The City Planning Commission, in a prepared statement presented to the committee on February 6, 1964, indicated that:

> "We are convinced that the lack of suitable access to the south hill area has been the principal deterrant to development in that area. It is capable of being served by both sewer and water (as a matter of fact, the city has already invested quite heavily in a high level water system to serve this area). We believe that the central access included in the current proposal will satisfactorily provide such access."

The committee concurs in that conviction.

The committee is also convinced that full interchanges at both U.S. 395 and in the central area are necessary to alleviate future traffic congestion on the Emigrant-Frazer couplet, and to spare the central business district of through traffic.

In brief, the committee finds that the South Route, with these interchange facilities as shown on Plate 2, would successfully augment local development plans and policies, and would constitute a long range asset to the community.

Committee Recommendations

The committee, therefore, agrees that the following recommendations be submitted to the City Council and the Board of Directors of the Pendleton Chamber of Commerce.

A. That the City Council accept, and make any and all arrangements necessary to the successful construction of the South Route as proposed by the Oregon State Highway Department, with the following provisions:

  1. That complete interchanges be constructed at the west end of the by-pass in the airport area, at the intersection of the freeway with U.S. Highway 395, and in the area of S.E. 4th or 5th Street, extended, and that the Highway 11 connection be constructed from that point down the 4th Street grade into the 9th Street area. That a half-interchange be constructed at the east end of the by-pass.

  2. That freeway construction recognize the extension of the two county roads that service the south reservation area to and from the city and also the extension of the central interchange road to the south, to provide access to this area.

  3. That all entrances to and exits from the city be properly signed and marked on the freeway for the benefit of the tourist traffic.

B. That the Board of Directors of the Pendleton Chamber of Commerce urge, and concentrate their energies and resources on, the development of a united community opinion in support of the above recommendation to be presented to the State Highway Commission at its hearing in Pendleton on March 31, 1964.

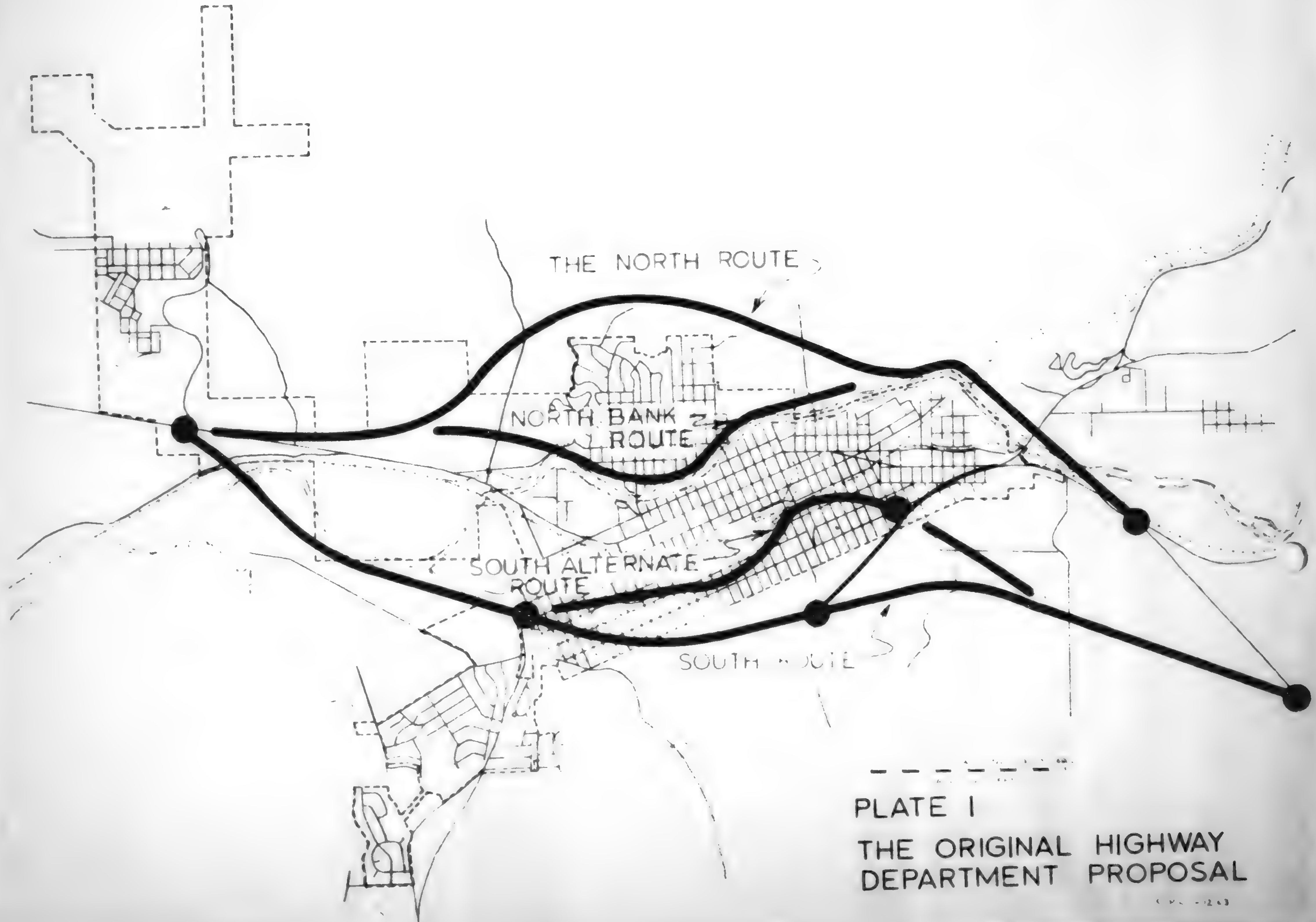

PLATE I

THE ORIGINAL HIGHWAY DEPARTMENT PROPOSAL

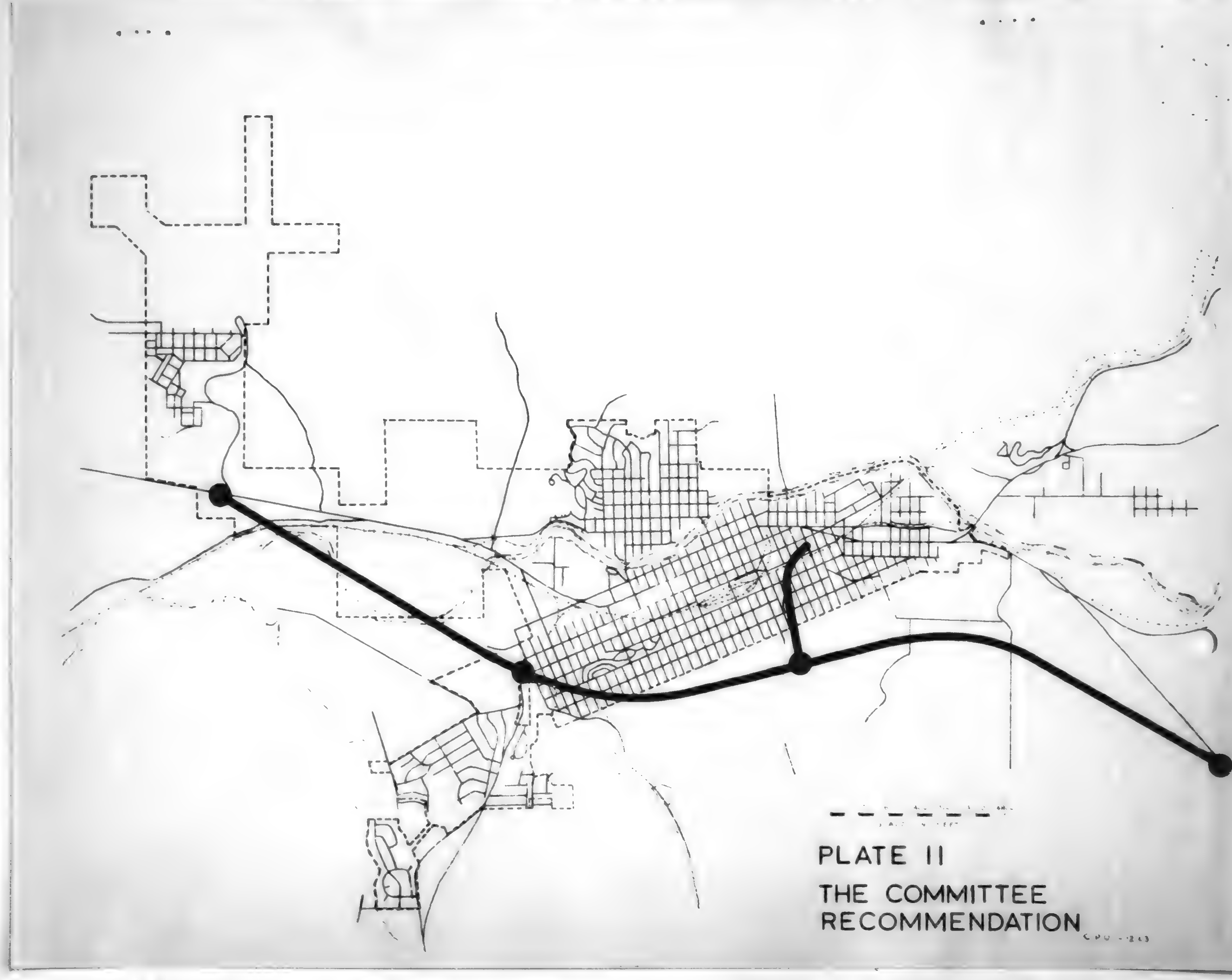

PLATE II

THE COMMITTEE
RECOMMENDATION

CPU-263

March 19, 1964

To: Pendleton City Council

From: Pendleton City Planning Commission

Subject: Planning Commission Recommendation re: Report of Highway 30 Relocation Subcommittee, 4-P Program.

We have received and have reviewed the final report of the 4-P subcommittee on the relocation of U. S. Highway 30, transmitted to you and to the Board of Directors of the Pendleton Chamber of Commerce on March 6, 1964.

Ordinance No. 1150, the ordinance which established the Pendleton City Planning Commission, charges the Commission with the responsibility for recommending "to the city council, to public officials and to individuals regarding......location of thoroughfares."

In discharging this responsibility, the Commission transmits to you its recommendations concerning Council action on this report, and the recommendations contained therein.

First, we feel compelled to observe that this committee has done its job thoroughly and has done it well. We have no argument whatever with their findings of fact, and we are in complete accord with their recommendations. We think that this committee should be officially thanked, and that a commendation of their efforts should be spread upon the record of the Council's proceedings.

The committee has recommended to the Council that:

> "A. That the City Council accept, and make any and all arrangements necessary to the successful construction of, the South Route as proposed by the Oregon State Highway Department, with the following provisions:
>
> > "1) That complete interchanges be constructed at the west end of the by-pass in the airport area, at the intersection of the freeway with U. S. Highway 395, and in the area of S. E. 4th or 5th Street, extended, and that the Highway 11 connection be constructed from that point down the 4th Street grade into the 9th Street area. That a half-interchange be constructed at the east end of the by-pass.

"2) THAT FREEWAY CONSTRUCTION RECOGNIZE THE EXTENSION OF THE TWO COUNTY ROADS THAT SERVICE THE SOUTH RESERVATION AREA TO AND FROM THE CITY, AND ALSO THE EXTENSION OF THE CENTRAL INTERCHANGE ROAD TO THE SOUTH, TO PROVIDE ACCESS TO THIS AREA.

"3) THAT ALL ENTRANCES TO AND EXITS FROM THE CITY BE PROPERLY SIGNED AND MARKED ON THE FREEWAY FOR THE BENEFIT OF THE TOURIST TRAFFIC."

COMMISSION OBSERVATIONS: INTERCHANGES

THE COMMISSION FEELS THAT THE MATTER OF INTERCHANGE DESIGN AND LOCATION IS THE MOST SIGNIFICANT PROBLEM INVOLVED IN THE WHOLE QUESTION OF THE FREEWAY LOCATION. WE BELIEVE THAT ALL OF THE INTERCHANGE FACILITIES RECOMMENDED BY THE COMMITTEE ARE VITAL ELEMENTS OF A FACILITY THAT IS TO BE OF SUCH PERMANENT IMPORTANCE TO THIS COMMUNITY. WE AGREE WITH THE COMMITTEE THAT THE ONLY APPARENT ALIGNMENT FROM WHICH SUCH INTERCHANGE FACILITIES CAN BE OBTAINED IS FROM THE SOUTH ROUTE.

1. "THAT COMPLETE INTERCHANGES BE CONSTRUCTED AT THE WEST END OF THE BY-PASS IN THE AIRPORT AREA..."

THE FULL INTERCHANGE AS PROPOSED IN THE AIRPORT AREA SHOULD NOT BE A MATTER SUBJECT TO NEGOTIATIONS. IT IS ESSENTIAL. MOREOVER, THE COUNCIL HARDLY NEEDS TO BE REMINDED OF THE MONEY AND ENERGY THAT HAVE BEEN SPENT IN THE CITY'S EFFORT TO CONVINCE FEDERAL AVIATION OFFICIALS OF THE REGIONAL IMPORTANCE OF THE PENDLETON AIRPORT. IT DOES NOT SEEM CONSISTENT TO ASSUME THIS POSITION WITH THE FEDERAL CIVIL AERONAUTICS BOARD, AND TO TREAT THE HIGHWAY FACILITY TO THE AIRPORT AS A NEGOTIABLE ITEM IN DEALING WITH THE FEDERAL BUREAU OF PUBLIC ROADS.

2. "THAT COMPLETE INTERCHANGES BE CONSTRUCTED...AT THE INTERSECTION OF THE FREEWAY WITH U. S. HIGHWAY 395, AND IN THE AREA OF S. E. 4TH OR 5TH STREET, EXTENDED, AND THAT THE HIGHWAY 11 CONNECTION BE CONSTRUCTED FROM THAT POINT DOWN THE 4TH STREET GRADE INTO THE 9TH STREET AREA....."

THE POSITION THAT THIS COMMISSION HAS TAKEN WITH RESPECT TO THE INTERCHANGE FACILITIES NEEDED AT U. S. 395 AND IN THE VICINITY OF S. E. 4TH STREET IS WELL KNOWN. THE COMMISSION'S STATEMENT PRESENTED TO THE 4-P COMMITTEE AT ITS FEBRUARY 16, 1964 MEETING WITH REPRESENTATIVES OF THE HIGHWAY DEPARTMENT EXPRESSED OUR OPINION AT THAT TIME. WE ARE STILL OF THE SAME OPINION. THE CENTRAL INTERCHANGE IS NECESSARY TO THE IMPROVEMENT OF TRAFFIC CONDITIONS IN THE CENTRAL BUSINESS DISTRICT BY PROVIDING DIRECT ACCESS TO THE DOWNTOWN AREA, AND YET BY MAKING ADEQUATE PROVISION FOR THE SEPARATION

OF THROUGH TRAFFIC FROM TRAFFIC DESIRING TO STOP IN THE CENTRAL AREA. THE INTERCHANGE AT U. S. 395 IS ALSO NECESSARY TO THE ATTAINMENT OF THIS OBJECTIVE, FOR WITHOUT IT, TRAFFIC ENTERING THE COMMUNITY FROM THE SOUTHWEST WOULD NECESSARILY BE CHANNELED THROUGH THE CENTRAL BUSINESS DISTRICT.

THE CENTRAL INTERCHANGE WOULD ALSO PROVIDE MUCH NEEDED ACCESS TO THE PRESENTLY UNDEVELOPED SOUTH HILL AREA THROUGH ITS CONNECTION WITH S. E. 3RD STREET SOUTH OF THE FREEWAY. IN THIS MANNER, ACCESS TO THIS AREA WOULD BE AVAILABLE NOT ONLY FROM THE FREEWAY, BUT FROM THE CITY'S CENTRAL AREA AS WELL. THIS FACILITY, FROM WHICH PARALLEL ACCESS ROADS COULD BE CONSTRUCTED, WOULD OPEN A SIGNIFICANT DEVELOPMENT AREA TO THE CITY. EXPANSION IN THIS AREA SHOULD BE ENCOURAGED, IN ORDER TO COUNTERACT THE RIBBON-LIKE DEVELOPMENT THAT HAS BEEN CHARACTERISTIC OF GROWTH IN PENDLETON. UTILITY AND OTHER URBAN SERVICES ARE DIFFICULT AND COSTLY TO PROVIDE TO SCATTERED POCKETS OF RESIDENTIAL DEVELOPMENT; SUCH SERVICES TO THIS AREA WOULD BE RELATIVELY EASY AND ECONOMICAL TO PROVIDE.

3. "THAT A HALF-INTERCHANGE BE CONSTRUCTED AT THE EAST END OF THE BY-PASS.

A HALF-INTERCHANGE FACILITY AT THE EAST END OF THE PROJECT, AS PROPOSED BY THE HIGHWAY DEPARTMENT IS COMPLETELY SUFFICIENT.

COMMISSION OBSERVATIONS: GRADE SEPARATED CROSSINGS.

THE COMMITTEE HAS RECOMMENDED THAT THE TWO COUNTY ROADS IN THE AREA BE KEPT OPEN TO PROVIDE FOR ACCESS TO THE SOUTH RESERVATION AREA.

IN ORDER TO PROVIDE FOR LONG RANGE DEVELOPMENT OF THE AREA SOUTH OF THE CITY, THE CONTINUATION OF THESE FACILITIES IS ESSENTIAL. WITHIN THE NEXT FEW MONTHS, THE COMMISSION WILL PRESENT TO YOU FOR YOUR CONSIDERATION A COMPREHENSIVE PLAN FOR THE LONG RANGE DEVELOPMENT OF THE CITY. THIS PLAN RECOGNIZES THE IMPORTANCE OF THESE ROADS, AND THE COMMISSION'S DECISIONS ON THE DEVELOPMENT PATTERN HAVE BEEN PREDICATED ON THEIR CONTINUITY.

COMMISSION OBSERVATIONS: SIGNING.

THE COMMITTEE HAS ALSO RECOMMENDED THAT "ALL ENTRANCES TO AND EXITS FROM THE CITY BE PROPERLY SIGNED AND MARKED ON THE FREEWAY FOR THE BENEFIT OF THE TOURIST TRAFFIC."

THIS IMPORTANT DETAIL SHOULD NOT BE OVERLOOKED. HOWEVER, IT IS OUR UNDERSTANDING THAT THE SIGNING PROVISIONS ON INTERSTATE FACILITIES ARE FAIRLY WELL STANDARDIZED. WE BELIEVE THAT THE COUNCIL, TOGETHER WITH THE APPROPRIATE HIGHWAY DEPARTMENT OFFICIALS, WILL BE ABLE TO

SECURE ADEQUATE SIGNING WITH LITTLE OR NO TROUBLE

COMMISSION OBSERVATIONS: COUNCIL ACTION

THE COMMITTEE HAS RECOMMENDED "THAT THE CITY COUNCIL ACCEPT, AND MAKE ANY AND ALL ARRANGEMENTS NECESSARY TO THE SUCCESSFUL CONSTRUCTION OF, THE SOUTH ROUTE....."

WE BELIEVE THAT THE IMPORTANCE OF THIS STATEMENT SHOULD NOT BE UNDERESTIMATED. WE BELIEVE THAT THE STATEMENT MEANS WHAT IT SAYS, AND THAT IN EFFECT IT SAYS THAT THE CONSTRUCTION OF THE FREEWAY, AND MORE PARTICULARLY THE CENTRAL INTERCHANGE, SHOULD BE NUMBER ONE ON THE CITY'S LIST OF PRIORITIES. ACCORDINGLY, THE COUNCIL SHOULD BE PREPARED TO MAKE ANY REASONABLE COMMITMENT NECESSARY TO THE ASSURANCE OF ITS SATISFACTORY CONSTRUCTION. WE ACCEPT THIS PRIORITY RECOMMENDATION AS VALID. THE COMMISSION IS CERTAIN THAT ONCE THE ALIGNMENT AND FACILITIES FOR INTERSTATE 80 N IN THE PENDLETON AREA ARE SETTLED, IT WILL BE EXTREMELY DIFFICULT TO OBTAIN ADDITIONAL ACCESS TO THIS FACILITY. THE PROVISION OF ADDITIONAL OVERCROSSINGS, EXCEPT AT EXTREMELY HIGH COST TO LOCAL GOVERNMENT, WOULD BE ALL BUT PRECLUDED. THE FACILITIES RECOMMENDED BY THE COMMITTEE MOST ASSUREDLY WILL BE NEEDED WITHIN THE NEXT 15-20 YEARS IF THIS COMMUNITY IS TO REALIZE ITS GROWTH POTENTIAL, AND IF THIS POTENTIAL IS TO BE EFFECTIVELY AND EFFICIENTLY SERVED. IN SHORT, THE COMMISSION BELIEVES THAT IT IS "NOW OR NEVER" IF THESE NEEDED FACILITIES ARE TO MATERIALIZE.

COMMISSION RECOMMENDATIONS

THE RECOMMENDATIONS OF THE COMMISSION TO THE CITY COUNCIL ARE AS FOLLOWS:

1. TO ACCEPT THE REPORT OF THE COMMITTEE, AND TO ADOPT THE RECOMMENDATIONS CONTAINED IN THIS REPORT AS THE POLICY AND POSITION OF THE CITY OF PENDLETON.

2. TO PREPARE A DETAILED, FORCEFUL AND EXPLICITLY CLEAR STATEMENT STRONGLY SUPPORTING THE SOUTH ROUTE AND ALL INTERCHANGE FACILITIES (PARTICULARLY THE CENTRAL INTERCHANGE) AS PRESENTED IN THE HEARING MAP AND AS RECOMMENDED IN THE COMMITTEE REPORT

3. TO AUTHORIZE THE MAYOR OF THE CITY OF PENDLETON TO READ THIS STATEMENT AT THE HEARING BEFORE THE OREGON STATE HIGHWAY COMMISSION ON MARCH 31, 1964.

4. TO INSTRUCT THE CITY MANAGER TO COMMENCE WITH THE PREPARATION OF PLANS FOR THE CONTINUATION OF THE PRINCIPAL UTILITY CONNECTIONS TO THE AREA THAT WOULD LIE SOUTH OF THE FREEWAY. SUCH PLANS SHOULD BE SUFFICIENTLY DETAILED TO PROVIDE STATE HIGHWAY DEPARTMENT ENGINEERS WITH DATA FOR THE INCLUSION OF PLANNED UTILITY CONDUITS INTO CONSTRUCTION DRAWINGS FOR THE FREEWAY IF PRIOR APPROVAL OF THE REPORTS OF THE CITY'S CONSULTING ENGINEER IS NECESSARY, SUCH ACTION IS RECOMMENDED

REPORT TO PENDLETON CITY COUNCIL, PLANNING COMMISSION AND CITIZENS' ADVISORY COMMITTEE RE THE I-80N BYPASS OF PENDLETON

In April 1963, representatives of the Highway Department headed by Mr. Lloyd P. Shaw, Assistant State Highway Engineer, met with this group for a field trip and meeting covering the proposals for the bypass of Pendleton with I-80N. Certain questions were raised by the group during this meeting and I am here today to report on our investigations covering those specific questions. Your City Manager, Mr. Gardner, has made numerous trips to Salem for discussion of the problems involved in this proposed section of freeway.

Some of the questions which will be answered tonight were brought up by the group during our meeting last April. Some of the questions to be answered were raised by letter over Mr. Gardner's signature. Mr. Gardner's letter was answered but, for the record, we will cover the entire problem as pertaining to the South Route and South Alternate. I was present at the meeting last April and believe I am correct in assuming that the group recognized that neither the North Route nor the North Alternate could be considered practical.

Let us first discuss the South Alternate Line which in its original form and as shown in the Pendleton Bypass Study was intended to skirt along the hill as far as possible before swinging up the draw and heading to the east. It was suggested during the field trip last April that we investigate swinging southerly of the old Murray Junior High School and on through the ridge south of the reservoir and on to the east tieing into the original South Alternate Line on top, easterly of town. This suggested route was investigated and has definite

advantages over the original South Alternate. It has better alignment, flatter curves, as well as being considerably cheaper.

It was during this investigation that we found an error in our original right-of-way estimates for the South Alternate which increased its cost considerably. We immediately checked all our estimates to verify their accuracy. The estimates are as follows:

Original South Alternate	$12,400,000
Revised South Alternate (south of school)	$10,700,000
South Line	$ 6,800,000

These figures indicate to us that it would be impossible to justify the construction of any line other than the South Line or a variation thereof.

As a matter of interest, the South Line takes approximately 30 houses, the South Alternate 203 houses, and the Revised South Alternate 180. It should be readily apparent that the South Alternate or Revised South Alternate would be a serious blow to one of your city's bedroom areas.

Although the added cost of even the Revised South Alternate cannot be justified from a road-user standpoint, as requested, we did investigate the possibility of an interchange in the vicinity of Main Street. Such an interchange on this line would wipe out another large section of residential area and foul up a considerable portion of the existing street pattern. This was first studied on the basis of tieing into street grades at the railroad tracks. Data obtained from the Union Pacific Railroad on street closures forced the decision that it would be impractical to bring ramps off the freeway in this area unless they were separated with the railroad tracks. This proposed interchange and connection would add another $1,600,000 to the cost of the South Alternate

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with a major portion of the cost not chargeable to the Interstate System.

Let us now turn to the South Route and the three major questions asked. First, can the line be shifted to provide a better or longer view of Pendleton? This was given a cursory examination and it would appear that an increase in the length of the openings for visibility would be minor without drastically increasing the grading cost. With cars traveling at 65 mph covering almost 100 feet per second, the increase in view time could not be over one or two seconds. However, final location surveys might alter this slightly either way.

The second question was that of access through the freeway to the south to provide for further expansion of the city. A rule of the thumb is that routes or streets to be considered in interstate highway plans must exist or be firmly committed to exist by the time of interstate construction. Also, the need for their continuing through the freeway must be substantiated. It is not the intention of the Highway Department or the Bureau of Public Roads to deliberately bisect an area or to prohibit further expansion by construction of an impassable barrier.

It was explained previously but should be reiterated that any private access through the freeway such as equipment passes, or other private land-use facility such as frontage roads or revisions in irrigation facilities which serve an individual rather than the public in general can be and are evaluated in terms of reduced severance damage. We are required to produce documentary evidence that these are justified on the basis of comparative cost of constructing the service facility, including its right of way, as opposed to the damages which would accrue to the property. This would be reflected in the cost of the right-of-way acquisition if the equipment pass, frontage road, etc., were not built. The "least cost" in road-user taxes determines whether the facility should be constructed or the damages paid. On public roads a determination is made on the basis of cost of out-of-direction travel, etc., as opposed to the cost of the facility.

The third question was that of an interchange in the vicinity of S. E. 3rd Avenue extended. It was determined that a diamond-type interchange was geometrically feasible and could be connected on satisfactory grades into Pendleton crossing over the railroad on a structure and reaching existing street grades near S. E. 9th Avenue. The estimated cost of this interchange and connecting road is $1,500,000 and once again the major portion must be financed with ABC and not interstate funds.

This is by no means the total story. In our original studies we had proposed interchanges at each end of Pendleton and one near the middle, at Highway 395. It has been the unofficial attitude of some of our local Bureau of Public Roads people that this was very adequate service and that expenditure of funds for another interchange could not be justified as offering any compensating service to the road user.

It was our belief that the Highway 11 Interchange, as shown in our report, would serve as the other half of the South (or east) interchange and if the expenditure of primary highway funds to bring Highway 11 up to the interchange could be justified we would stand a reasonable chance to justify the construction of that interchange for Interstate participation. [I might explain here that Interstate participation ends at the point where the ramps meet the existing ground or street level and that other funds must be used from there on.]

During our previous meeting it was also suggested that Highway 395 be relocated in order to enter the freeway at this suggested S. E. 3rd interchange so as to eliminate the presently proposed 395 Interchange, thus relieving some of the traffic load on Emigrant. Traffic figures indicate the heavy traffic move on 395 is between city center and a large bedroom area and that the small change due to moving the interchange would not alter the requirements for improvement of the Emigrant facility. Nevertheless, we did study the suggestion and found that the relocation of 395 would cost an estimated $870,000 with no appreciable service being rendered; in fact, we would be substituting a curving alignment with steep grades for the present adequate four-lane facility as far as the street system. Also, the additional cost would have to come from ABC funds.

We have also been asked what might be done in the way of improving the Emigrant-Frazer couplet between the freeway and S. W. 4th Avenue. Studies and preliminary estimates were made to improve the two streets to a 44-foot curbed section; cost about $400,000. Several years ago, a four-lane grade separation over the railroad was considered for Emigrant at a cost of $1,800,000. Two-lane separations of both Emigrant and Frazer have been estimated at $2.1 million.

Traffic studies indicate the need for some type of improvement in this area and as mentioned before, this need would exist regardless of whether an interchange with the freeway is constructed at US395.

I wish to emphasize that no portion of the Pendleton Bypass Study has been discussed officially with the Bureau of Public Roads. Based on past decisions of the Bureau, should the State Highway Commission choose to recommend an additional interchange in the area of S. E. 3rd Street extended, we can anticipate Bureau opposition. This is only a part of the problem. Should the Bureau look with favor upon such a request our estimates indicate that the construction of this 3rd Street connection across the railroad tracks into Pendleton and the improvement of the Emigrant-Frazer couplet adds up to approximately $2,000,000. All of this would have to be financed from an extremely limited ABC fund.

A major problem facing the State today is to solve the deficiencies in our ABC System. As of this date, we have critical needs detailed as follows:

Primary Urban	$ 65,000,000
Primary Rural	236,000,000
Secondary Urban	10,000,000
Secondary Rural	167,000,000
	$ 478,000,000

To meet this problem we have available approximately $17 million per year for construction purposes. This should adequately emphasize the problems of financing. It is the responsibility of the State Highway Department to construct the best facility at the most reasonable cost. We intend to try to live up to this responsibility to the best of our ability.

These are some of the problems of which you should be aware--such as the limitation of the use of interstate funds to the freeway and interchanges only and the critical shortage of ABC monies with which to complete a hoped for connection.

Your attendance at this meeting is evidence of your interest in this project. The questions and suggestions that were voiced last April are a further indication of this interest. We appreciate constructive suggestions which will help us to do a better job for the motoring (and tax-paying) public.

The acquisition of rights of way will take a considerable period of time if pursued in an orderly manner. We much prefer this procedure. We, therefore, suggest that we would like to go to a public hearing by the first of April. Compelling reasons would be necessary to defer beyond this date.

Thank you!

February 6, 1964

RECEIVED
MAR 13 1964
FOR FILING

12-63 84676

I-80N-5(27)204

7697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1964

SUBJECT:

To: MEMO TO FILE

On this date, I reported to the Highway Commission as to the progress on the Pendleton Bypass unit on Highway 80N.

I also gave them a copy of the report issued by the Subcommittee on Highway 30 Relocation.

There has been some undercurrent to the effect that the Highway Department had been arbitrary in this matter and that a controversy was developing. I informed the Commission that I had been unable to find out what sparked this supposed dissension, as I thought everything was running reasonably smooth. Mr. Jackson stated that he knew all about it and that we could forget anything further in this connection.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

March 9, 1964

Mr. Lloyd P. Shaw
Asst. State Highway Engineer
State Highway Department
Salem, 10, Oregon

Dear Mr. Shaw:

Thank you for your letter of March 6, 1964, concerning the hearing map which Vic Wolfe is preparing. It sounds very interesting and we look forward to seeing a copy as soon as it is available.

I would like to report to you the activities on the local scene concerning the highway change.

Last Friday, the Highway 30 Relocation sub-committee, of the program People Planning Pendleton's Progress, the group that you met with last spring, made its final report to the Chamber of Commerce Board and the City Council at a Chamber of Commerce forum of its members. I am enclosing three copies of this full report. Each person present was handed a copy of the map and statement entitled "Highway 30 Relocation Sub-Committee Recommendations", of which three copies are also attached.

Tonight the Chamber of Commerce is holding a Town Hall meeting in the high school auditorium, at which time members of the citizens committee will report to the public on its studies and recommendations, and will invite questions.

In addition, I am enclosing three copies of our new program of water billing inserts which also call attention to the informal and formal hearings the last of the month, as well as a copy of the committee's map and recommendations.

NOTED
LLOYD P. SHAW

THE WORLD'S ROUND-UP CITY

I will be in Salem Friday morning, so will endeavor to see you or Vic at about 10 a.m., if you are available.

Yours very truly,

M. O. Gardner
City Manager

MOG:dpm

enc.

RECEIVED
MAR 10 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

March, 1964

Dear Citizens of Pendleton:

Your city government is using this means to commence a monthly report to you on various activities within the city's operations, as well as reporting on the citizen study recommendations which have been derived from the program of People Planning Pendleton's Progress. Included in this mailing are:

1. Letter from Co-Chairmen Henry Stoddard and Melvin Winter of the study program of People Planning Pendleton's Progress.
2. Progress chart of 4-P program.
3. Map and facts from recommendations of 4-P Highway 30 Relocation Sub-committee.
4. Organization chart of your city government.

I hope that you will be able to glean new information about the operations and problems of your city government. I encourage you to keep these sheets for future reference. The sheets are punched for your convenience for filing in a 3-ring binder.

I do urge you to study and keep these reports, and if you have any questions or comments please feel free to call at City Hall.

Very sincerely yours,

Paul A Thalhofer
Paul A. Thalhofer
Mayor

PEOPLE PLANNING PENDLETON'S PROGRESS

MARCH, 1964

Dear Pendletonian:

As Co-chairmen for the citizens' study program, "People Planning Pendleton's Progress", we would like to use this method to inform you of the program's progress to date.

During the past year many of the committees have completed their studies and submitted their final reports. The enclosed progress report chart indicates the committees which have finished, and those that have additional work to complete. You will note that the reports of the first six committees and sub-committees are to be channeled through Committee VIII, Economic and Finance Development Committee, especially where future financing of a program is involved.

Of interest to all of us at this time is the relocation of Highway 30, as it becomes part of the national freeway system. On March 6, 1964, the Highway 30 Relocation Sub-committee is making its report to the Chamber of Commerce and the City Council, both of which sponsored the 4-P Program. The enclosed map represents the committee's recommendations and supporting facts. On March 30, from 9 a.m. to 9 p.m., the State Highway Department engineers will be available in the Vert Little Theater for informal discussions with citizens and property owners who are interested in learning more of the highway relocation. On March 31, at 1 p.m., the Highway Department public hearing will be held in the Vert Auditorium, and will be open to the public.

This report to you from the Highway 30 Relocation Sub-Committee represents our first reporting of the many recommendations of the 4-P committees. Next month we will report to you on the recommendations from the Fire and Insurance Classification Sub-committee.

Sincerely yours,

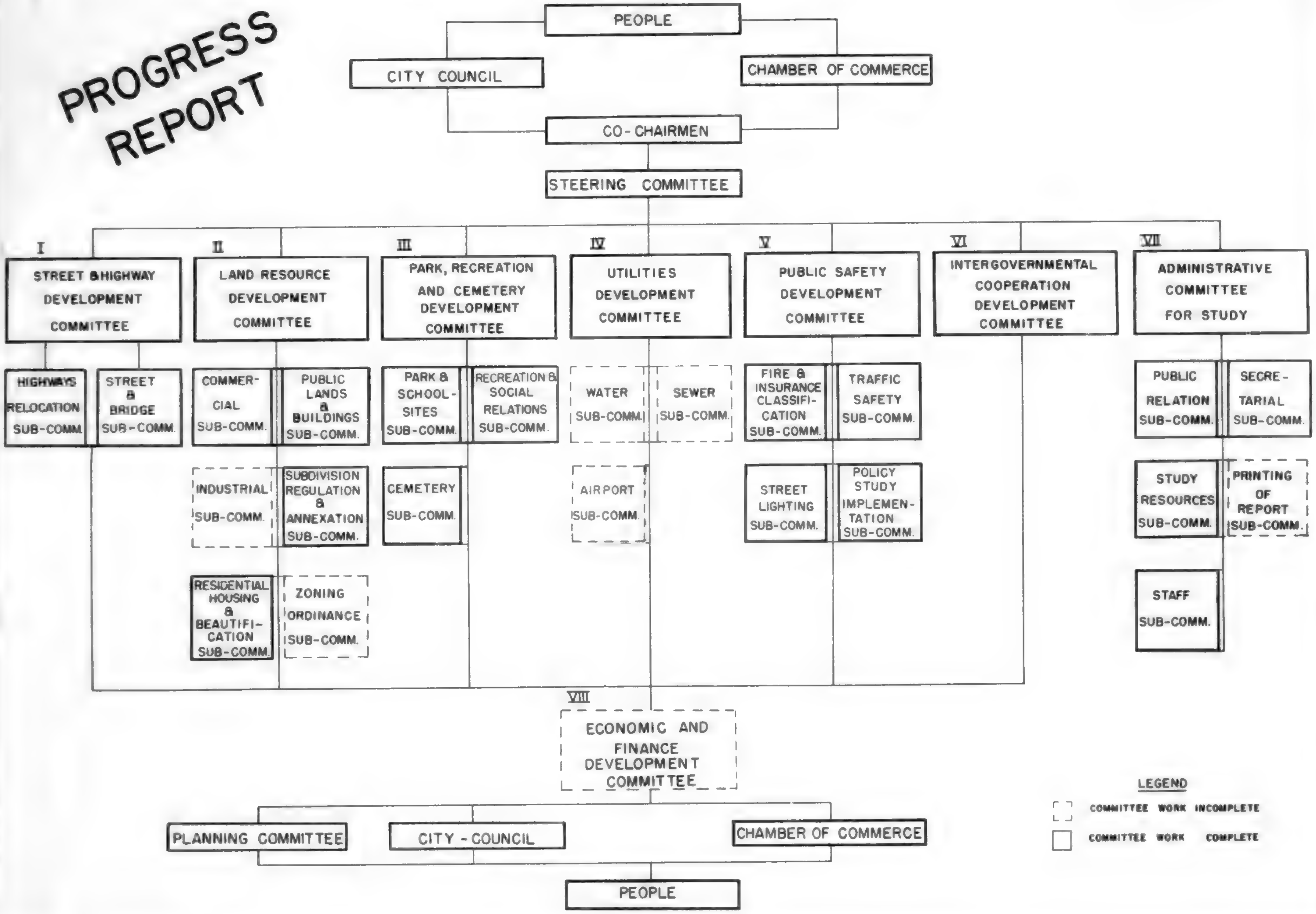
Henry N Stoddard
Henry Stoddard, Co-Chairman
Past President, Chamber of Commerce

Melvin Winter
Mel Winter, Co-Chairman
Past Mayor

THE WORLD'S ROUND-UP CITY

PEOPLE PLANNING PENDLETON'S PROGRESS

PROGRESS REPORT

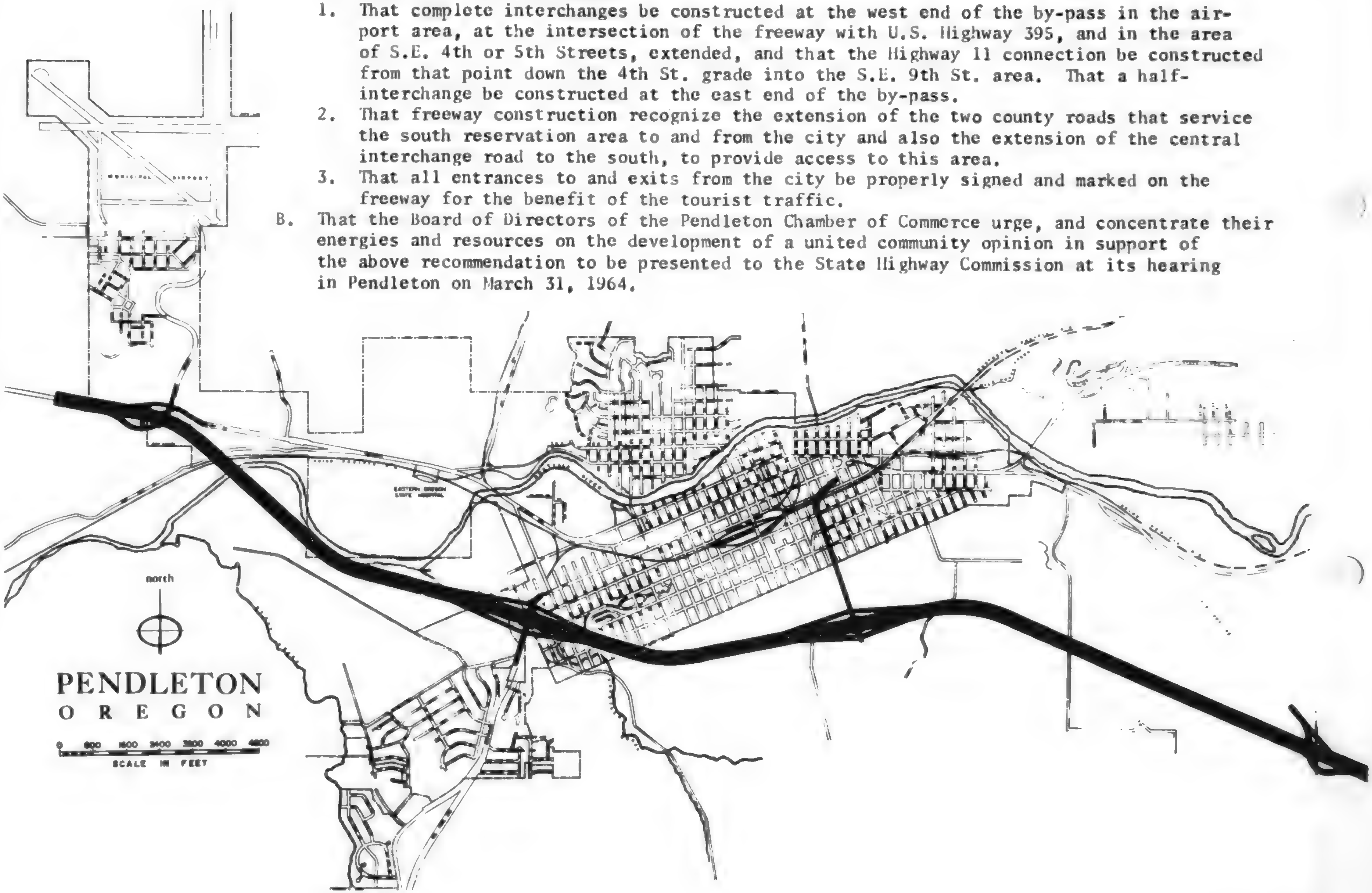

PEOPLE
CITY COUNCIL
CHAMBER OF COMMERCE
CO-CHAIRMEN
STEERING COMMITTEE
I
STREET & HIGHWAY DEVELOPMENT COMMITTEE
HIGHWAYS RELOCATION SUB-COMM.
STREET & BRIDGE SUB-COMM.
II
LAND RESOURCE DEVELOPMENT COMMITTEE
COMMERCIAL SUB-COMM.
PUBLIC LANDS & BUILDINGS SUB-COMM.
INDUSTRIAL SUB-COMM.
SUBDIVISION REGULATION & ANNEXATION SUB-COMM.
RESIDENTIAL HOUSING & BEAUTIFICATION SUB-COMM.
ZONING ORDINANCE SUB-COMM.
III
PARK, RECREATION AND CEMETERY DEVELOPMENT COMMITTEE
PARK & SCHOOL-SITES SUB-COMM.
RECREATION & SOCIAL RELATIONS SUB-COMM.
CEMETERY SUB-COMM.
IV
UTILITIES DEVELOPMENT COMMITTEE
WATER SUB-COMM.
SEWER SUB-COMM.
AIRPORT SUB-COMM.
V
PUBLIC SAFETY DEVELOPMENT COMMITTEE
FIRE & INSURANCE CLASSIFICATION SUB-COMM.
TRAFFIC SAFETY SUB-COMM.
STREET LIGHTING SUB-COMM.
POLICY STUDY IMPLEMENTATION SUB-COMM.
VI
INTERGOVERNMENTAL COOPERATION DEVELOPMENT COMMITTEE
VII
ADMINISTRATIVE COMMITTEE FOR STUDY
PUBLIC RELATION SUB-COMM.
SECRETARIAL SUB-COMM.
STUDY RESOURCES SUB-COMM.
PRINTING OF REPORT SUB-COMM.
STAFF SUB-COMM.
VIII
ECONOMIC AND FINANCE DEVELOPMENT COMMITTEE
PLANNING COMMITTEE
CITY - COUNCIL
CHAMBER OF COMMERCE
PEOPLE
LEGEND
COMMITTEE WORK INCOMPLETE
COMMITTEE WORK COMPLETE

HIGHWAY 30 RELOCATION SUB-COMMITTEE RECOMMENDATIONS

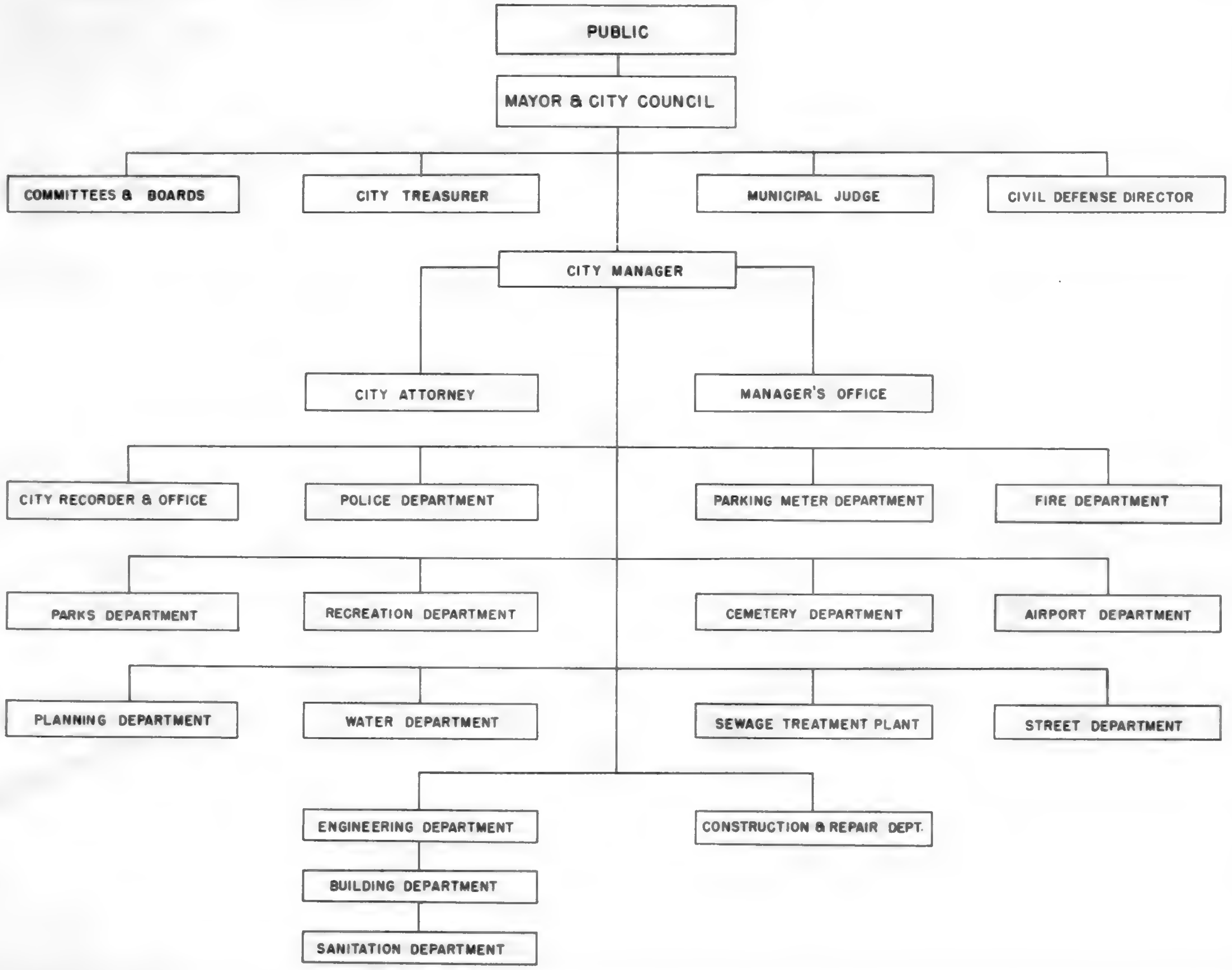
A. That the City Council accept, and make any and all arrangements necessary to the successful construction of the South Route as proposed by the Oregon State Highway Department, with the following provisions:

1. That complete interchanges be constructed at the west end of the by-pass in the airport area, at the intersection of the freeway with U.S. Highway 395, and in the area of S.E. 4th or 5th Streets, extended, and that the Highway 11 connection be constructed from that point down the 4th St. grade into the S.E. 9th St. area. That a half-interchange be constructed at the east end of the by-pass.
2. That freeway construction recognize the extension of the two county roads that service the south reservation area to and from the city and also the extension of the central interchange road to the south, to provide access to this area.
3. That all entrances to and exits from the city be properly signed and marked on the freeway for the benefit of the tourist traffic.

B. That the Board of Directors of the Pendleton Chamber of Commerce urge, and concentrate their energies and resources on the development of a united community opinion in support of the above recommendation to be presented to the State Highway Commission at its hearing in Pendleton on March 31, 1964.



THE CITY OF PENDLETON
ORGANIZATION CHART



HIGHWAY 30 RELOCATION SUB-COMMITTEE RECOMMENDATIONS

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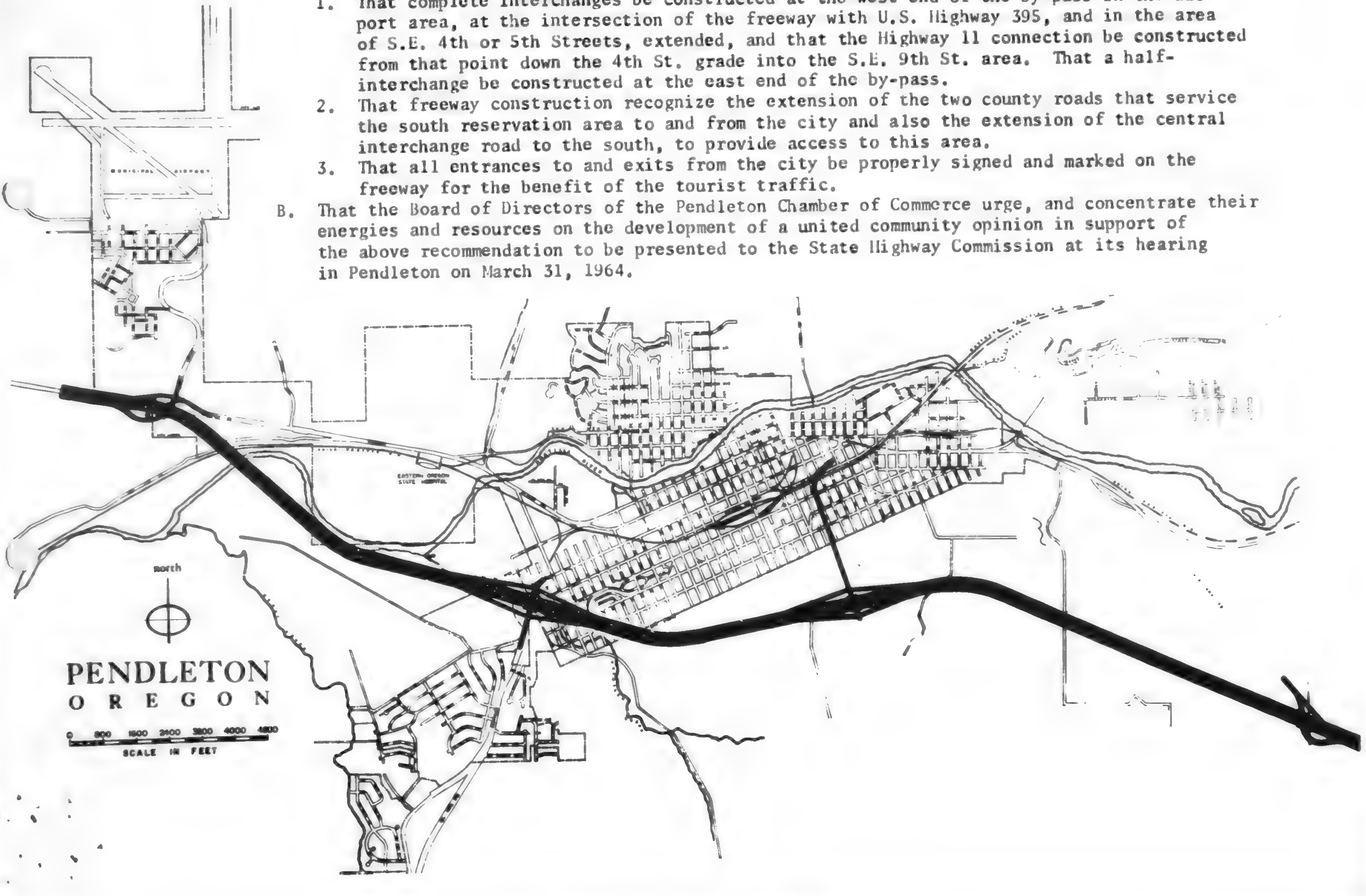


FORM 2-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

CERTIFIED MAIL

March 2, 1964

Hon. Paul A. Thalhofer
Mayor of Pendleton
City Hall
Pendleton, Oregon

Dear Mr. Thalhofer:

The Oregon State Highway Commission has proposed plans to relocate and construct the Pendleton Section of the Old Oregon Trail (Interstate 80N) through the City of Pendleton. Various alternate routes have been studied and the one shown on the accompanying map will be recommended as the most practical and beneficial to the motoring public. The proposed construction calls for a four-lane facility constructed to Interstate standards. Interchanges will be constructed at critical points for ingress and egress to the immediate vicinity. The route of the proposed project is shown by means of a heavy dark line on the attached map.

This is to advise you that an informational hearing will be held in the Vert Little Theater at the Helen McCune Junior High School in Pendleton, between the hours of 9 a.m. and 9 p.m. on Monday, March 30, 1964, with State Highway Department engineering and right-of-way personnel present to discuss various problems with persons who may be affected by the project. This hearing is informal.

Pursuant to State statutes and Federal regulations, a formal hearing will be held in Vert Auditorium at the Helen McCune Junior High School in Pendleton beginning at 1 p.m. on Tuesday, March 31, 1964.

In order that all interested persons may be informed of the Oregon State Highway Commission's proposed plans, there will be a public notice published in the Pendleton "East Oregonian" and Pendleton "Record." The Bureau of Public Roads requires that the notice appear for two successive weeks so it will appear in the Thursday, March 19, and Thursday, March 26, issues of these papers.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Floyd Query
Secretary

DNH:VDW:hlb/mm
Attach (map)

cc: Please see attached sheet 2.

cc: Highway Commission, 3
Forrest Cooper
P. M. Stephenson
R. L. Porter
Tom Edwards
Carl Plog
Lloyd Shaw
Victor D. Wolfe
L. I. Lindas, 2
Frank Morgan
L. H. Young
Ben Gifford
W. T. Wright, 2
H. S. Cox, 2
J. W. Nash
Adrian Olson
A. F. Parson
Ted Litchfield
U. S. Bureau of Public Roads, Salem
Pacific Northwest Bell Telephone Company, Portland
Pacific Power & Light Company, Medford and Portland
El Paso Natural Gas Company, El Paso, Texas
Northwest Natural Gas Company, Portland
R. W. Schoning, State Fish Director, Portland
P. W. Schneider, State Game Director, Portland
Umatilla County Court, Pendleton
Union Pacific Railroad Company, Portland
Cascade Natural Gas Corporation, Seattle
Eastern Oregon Electric Cooperative, Pendleton
Columbia Basin Electric Cooperative, Heppner
Umatilla Electric Cooperative Association, Hermiston
Bonneville Power Administration, Portland
Salt Lake Pipe Line Company, Salt Lake City, Utah
Helen McCune Junior High School, Pendleton, Oregon (Mrs. Murchison)

RECEIVED
MAR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1964
OFFICE OF SECRETARY
FOR FILING

NOTED
PORTER

I-80N-5(29) 3-1-4

7097

REFERRED TO

MEMBERS
MARK O. HATFIELD . . . . . . GOVERNOR
HOWELL APPLING, JR. . SECRETARY OF STATE
HOWARD C. BELTON . . . STATE TREASURER

OREGON STATE BOARD OF CONTROL
SALEM

March 17, 1964

J. H. Treleaven, M.D., Administrator
Mental Health Division
5 State Capitol Building
Salem, Oregon

Dear Dr. Treleaven:

We have just received a copy of a letter addressed to Mr. Thalhofer, the Mayor of Pendleton. A copy of this letter is attached for your information.

The projected relocation of Interstate 80 North through the City of Pendleton will proceed behind the State Hospital structures, crossing through the two hog pastures and the hay area roughly as indicated on the attached map.

Earlier you had sent a letter to the Highway Commission concerning this proposed extension. While at that time the Highway Commission had indicated that such plans were strictly tentative, as you can see from the attached, the plans were far from tentative but actually quite firm.

The location does seem to be substantially removed from the hospital structures as compared to the present location. Undoubtedly the railroad in front of the hospital would represent more of a hazard than would this new highway location, however, it would cut off a substantial amount of land behind the levee. This will be discussed with the Land Use Committee to determine if it would be more appropriate to encourage the Highway Department to purchase all of the land cut off as well as the right of way.

Your thinking in this regard would be appreciated.

Sincerely,

J. N. Peet
Secretary

JNP:jo
cc: Dr. E. I. Silk, Superintendent, EOSH
Mr. Floyd Query, Secretary, Highway Commission
Mr. W. Reid Hanson, Supervising Engineer
Mr. Cliff Conrad, Farm Administrator

Porter

NOTED
FLOYD QUERY

NOTED
[illegible] SHAW

NOTED
[illegible]

RECEIVED
MAR 18 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1964

FOR FILING

FORM E-30 80M 12-63 54676

I-80N-5(27)304

7077

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1964

SUBJECT: Hearing - Interstate 80N
Pendleton

To: MEMO TO THE FILE

Mr. Parson, Mr. Coulter, and Mr. Shirley will meet in Salem, Tuesday, March 17, starting at 8:00 a. m., with Mr. Wolfe and Mr. Barbee for a complete briefing on the Pendleton Bypass in preparation for the informational hearing on March 30.

The gentlemen involved will be advised should Mr. Cooper or Mr. Porter wish to discuss this with them.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
A. F. Parson
H. S. Coulter
Alfred Shirley, Jr.

RECEIVED
MAR 10 1964

FOR FILING

I-80N-5(29)204

7097

March 10, 1964

Mr. Kenneth N. Fridley, Member
Oregon State Highway Commission
Post Office Box 46
Wasco, Oregon

Dear Mr. Fridley:

The Pendleton hearing has been scheduled for Tuesday, March 31, at 1 p.m. in the Vert Auditorium at the Helen McCune Junior High School in Pendleton.

The informational hearing will be in the Vert Little Theater between the hours of 9 a.m. and 9 p.m. on Monday, March 30. State Highway engineering and right-of-way personnel will be present during the informational hearing to discuss various problems with persons who may be affected by the project. This informational hearing is, of course, informal.

You have advised me that you will conduct the formal hearing. Mr. Wolfe will be present to explain the engineering aspects of the proposed route.

Mr. Wolfe and Mr. W. T. Wright will be leaving Salem on March 30 at 7 a.m., en route to Pendleton to participate in as much of the informational hearing as possible that day. They will stay overnight March 30 and 31 in Pendleton, returning to Salem on April 1.

In accordance with your instructions, Mr. Wolfe will pick you up at the maintenance station in Rufus on March 30 around 9 a.m. If there is any change of plans, or if you wish anything additional, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

VDW:hlb fn

C

RECEIVED
MAR 9 - 1964

FOR FILING
I-80N-5(29)204

7097

March 6, 1964

Mr. M. O. Gardner, City Manager
City of Pendleton
Post Office Box 397
Pendleton, Oregon

Dear Mr. Gardner:

When you were in last week, I informed you I would mail to you a copy of the hearing map which Mr. Wolfe plans to use as an instructional document during his presentation of the project plans at the public hearing in Pendleton.

I find that the map Mr. Wolfe plans to use is a color job which is not yet printed and will be a week or two in the process of development. For this reason, I am unable to provide you with the promised sketch.

I am sorry I misinformed you and hope this does not inconvenience you in any way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 18 1964

FOR FILING

I-80N-5(27)204

7097

February 18, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

Thank you for sending me Charlie Reynolds' letter of February 13. I give you a few comments.

I realize that Mr. Reynolds would not be very happy with the delay on the Island City-Imbler Section but, in fairness to the State at large, this section does not rate reconstruction.

The Pendleton matter is something of an enigma to me. We have had frequent conferences with the City officials and others re this matter. We have kept them fully informed, copies of our report were sent to the City in February 1963, and a "pre-hearing", which was open to the public, was held in Pendleton on February 6. Mr. Wolfe tells me that he talked to Bud Forrester, who attended the meeting. Mr. Wolfe told me that Mr. Forrester was very friendly and did not seem to be critical in the slightest degree. To my knowledge, The East Oregonian has not been critical; in fact, it has been very fair and I have felt it has done the Department a lot of good in its handling of the Pendleton Interstate matter.

On February 14, a delegation from Pendleton consisting of the Mayor, the City Manager, and several influential citizens (list attached) were in my office and we had a very friendly discussion of the entire matter. Several members of the delegation, including the Mayor, expressed themselves as to our handling of this matter and further stated that they wished to proceed with all dispatch with an official public hearing so that construction could be expedited. I asked them to pick a date, which they tentatively set for March 31. I was told that the members of the delegation, including the elected officials, would support the Highway Department's position with respect to the Interstate routing. I frankly told them that there would probably be some delay in getting all of the things done in Pendleton that needed doing, but I did not believe that this was serious at this time. I am sure that there was no disagreement over the entire matter. We met and parted in a very pleasant atmosphere.

I will be glad to discuss the personalities involved on the Highway Department's side with you if you so wish.

Referring to the matter of the appointment of a Highway Commissioner, I can only say that the message came too late.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Encl.

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds

REYNOLDS INSURANCE AGENCY

Telephone WO 3-3121
Reynolds Building
P. O. Drawer R

LA GRANDE, OREGON

February 13, 1964

Mr. Glen L. Jackson, Chairman
Oregon State Highway Commission
Pacific Power & Lights
Medford, Oregon

Dear Glen:

I do appreciate your last letter which concerned the allocation of funds for highway construction between Island City and Imbler. Of course, no one is satisfied unless actual construction is assured, so we may write you again in the future. Personally I try to keep out of these matters, but it is difficult.

There are also some other matters. The State Highway Commission was represented by Victor Wolfe at a Public Hearing in Pendleton, which concerned a future by-pass. I read Bud Forrester's editorial and immediately it appeared as though Mr. Wolfe had not used the diplomacy which you or I might have. I telephoned Bud today and he stated that the representative of the Highway Commission did not use diplomacy and was very abrupt and practically told them to take it or leave it.

I have had previous experience with the same person and do not believe that he is a good representative for you and your commission.

The next question is one again I perhaps should leave alone, but cannot help but be interested. The term of the Commissioner for this district expires, as you know, within a few weeks. I do not have a single

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds

REYNOLDS INSURANCE AGENCY

LA GRANDE, OREGON

Telephone WO 3-3121
Reynolds Building
P. O. Drawer R

suggestion, but do know that satisfactory Commissioners are difficult to find. I believe that Pendleton has made a suggestion and the Governor did not think it was proper to have three members of any political party on the board. My experience is such that if a man is qualified for the office, that his politics have no bearing and in my nine years of experience, never did it have any bearing or influence, or never was mentioned. Ben, Milo and myself were all Republicans and, I believe quite pronounced in that respect, but never did it interfere or was ever mentioned. If you could convey this information to the Governor, it might help him, since he thinks there should be a Democrat along with the two Republicans.

With personal regards, I am,

Sincerely,

CHR:mh

RECEIVED
FEB 19 1964
FORM E-30 50M 5-62 43906
FOR FILING

I-80N-5 2-19-64

1697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1964

SUBJECT:

To: MEMO TO FILE

On February 14, a meeting was held in my office re the Pendleton segment of Interstate 80N. The following people were present representing the Pendleton area:

Paul Thalhofer, Mayor, City of Pendleton
Mel Gardner, City Manager of Pendleton
Morris Temple, Member Planning Commission and hotel owner
Ron Vorseth, Citizen's Committee Member and Vice President Oregon Bank
James Raley, Citizen's Committee Member and attorney
Harold Ingram, Citizen's Committee Member and furniture store owner
Charles Nagle, Citizen's Committee Member and Manager of Harris Pine Mill

Forrest Cooper and Lloyd P. Shaw represented the Highway Department.

Mayor Thalhofer, who was spokesman for the group, stated that they favored the Highway Commission's proposal, they were concerned over adequate access to the town, and wanted to know what we could tell them with respect to timing and construction.

I outlined our proposals for access, which they stated pleased them. I told them that I was sure that we could provide a connection to the downtown area by what is known as the Third Street route; that there would, of necessity, be delays in constructing a connection across town to the Oregon-Washington Highway near the Umatilla River crossing, and that I could not promise them that finances would be available in the immediate future for completing the Emigrant-Frazer connection. (While both of these items are desirable and should ultimately be built, they do not affect the operation of the freeway nor the connections to Pendleton other than slowing of traffic on existing routes.)

The group seemed to be agreeable to the proposals and requested that we do everything possible to expedite a public hearing so that we could get the show on the road.

A tentative date of March 31 was set for a public hearing.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

East Oregonian
DAILY

AN INDEPENDENT NEWSPAPER

Nothing extenuate, nor set down aught in malice.—From Shakespeare's "Othello."

MUST BE RIGHT FOR PENDLETON

The route the state Hghway Commission's engineers are recommending for the Highway 30 by-pass of Pendleton seems to us to be the best of four routes that were examined. The two routes north of the Umatilla River would not provide acceptable access to the center of the city. The other route south of the river would create an interchange problem.

The route on the south recommended by the engineers is the least costly of the four examined because of the nature of construction and because it would remove fewer homes. There are other factors that recommend this route.

But, having said that, we must go on to say that we expect most people who examine this route carefully to find it acceptable only if two key provisions are satisfied. They will, we think, conclude that it is necessary to complete the Emigrant-Frazer couplet and that it also is necessary to have an interchange off the south hill at about S.E. Third Street that would tie in with Dorion, Court, Emigrant and Frazer at about S.E. Ninth Street.

The plan assures exchanges at the east and west extremities of the city and one where Highway 395 enters the city on the south. The exchange at S.E. Third has not been assured, nor has completion of the Emigrant-Frazer couplet.

There is a very heavy load of traffic on Emigrant now. Movement of traffic on that street has become increasingly difficult to handle. Anybody who travels it at the beginning or closing of a work day can relate a bad experience. With the construction of the by-pass and the Highway 395 interchange from the by-pass traffic on Emigrant certainly will not be less.

Completion of the Emigrant-Frazer couplet is an absolute necessity. It cannot be dismissed or delayed.

The interchange at S.E. Third is important to Pendleton's economic welfare. Easy traffic movement from the by-pass to the central business district is essential.

It will become important for another reason. Construction of the by-pass will, we think, bring about a rather substantial housing development on the south side of the city. The exchange at S.E. Third would be a natural route for the traffic that will be moving between the new housing area and the center of the city.

This exchange at S.E. Third would also provide for a new route through the city to Highway 11 (the Oregon-Washington highway). It is going to be necsary before long to build a new Highway 11 bridge across the Umatilla River and the cost of building it at its present location or at a new location would be almost identical.

The state Highway Department's representative who presented the engineers' Pendleton by-pass plan here last Thursday said that what Pendleton wants must be approved both by the state Highway Commission and the Bureau of Public Roads. He emphasized that the approval of the latter agency was paramount because 90 per cent of the cost of the by-pass would be federal money and 60 percent of the cost of accesses to the by-pass would be federal money.

He also made the important point that if the city resisted a plan presented by the Highway Commission and the Bureau of Public roads it would be necessary to abandon the plan.

It seems to us to follow that all possible effort be made to arrive at a plan that everybody can live with now and well into the future. We emphasize the latter point because what is built here within the next two years is not likely to be altered or added to for a long time.

The Bureau of Publc Roads has much to say in literature it distributes on the subject of the federal highway program about its desire to cooperate with cities that are to be by-passed; and of its reluctance to do anything that will harm a city externally or internally. It must be assumed that the state Highway Commission subscribes to the same principle.

Pendleton has not pressed the Highway Commission on any project for a long, long time. It has not been necessary. We trust that it will not be necessary in this case. But if it seems evident after a proper period of time for negotiation with Highway Commission that it will not fully assist Pendleton in its demands to the Bureau of Public Roads for a by-pass and interchange plan that Pendleton can live with then extreme pressure must be exerted.

We don't think that will be necessary. We have heard much that indicates to us that the Highway Commission is going to do what is right for Pendleton. We speak of the other possibilty only because we thnk that should it develop Pendleton must exert extreme efforts to get what Pendleton thinks it needs. The by-pass and interchanges from it and traffic patterns developed by the program within the city will be here a long time.

Letters to the Editor

Bypass to South Recommended

An Interstate Highway 80N bypass south of Pendleton was recommended here Thursday night to a meeting of representatives of organizations that have been studying possible routes for the bypass.

The recommendation came from Victor D. Wolfe, administrative assistant to the cheif engineer for the state Highway Department. Wolfe said estimated costs indicated "it would be impossible to justify the the construction of any line other than the South Line or a variation thereof.

HE ALSO suggested a public hearing by the first of April because the acquisition of rights of way will take a considerable period of time.

Construction of the bypass in this area is expected to get underway in about two years.

The estimated cost of the south route is $6.8 million.

A south alternate route, which would be closer to the city center, would cost an estimated $12.4 million and would take approximately 203 houses, Wolfe said.

The south route would take approximately 30 houses.

No official decision has been reached on improving the Emigrant-Frazer couplet between an interchange at Highway 395 and SW 4th Avenue. Improvement of the two streets to a 44-foot curbed section would cost an estimated $400,000, according to studies.

EARLY LAST JUNE the Highway Department recommended the south route and proposed construction of interchanges at four locations.

That route would diverge from existing US 30 approximately one-half mile west of the present junction with Airport Road. An interchange at Airport Road would accommodate airport traffic and downtown traffic via existing U.S. 30. The route would proceed southeast to the South Hill area.

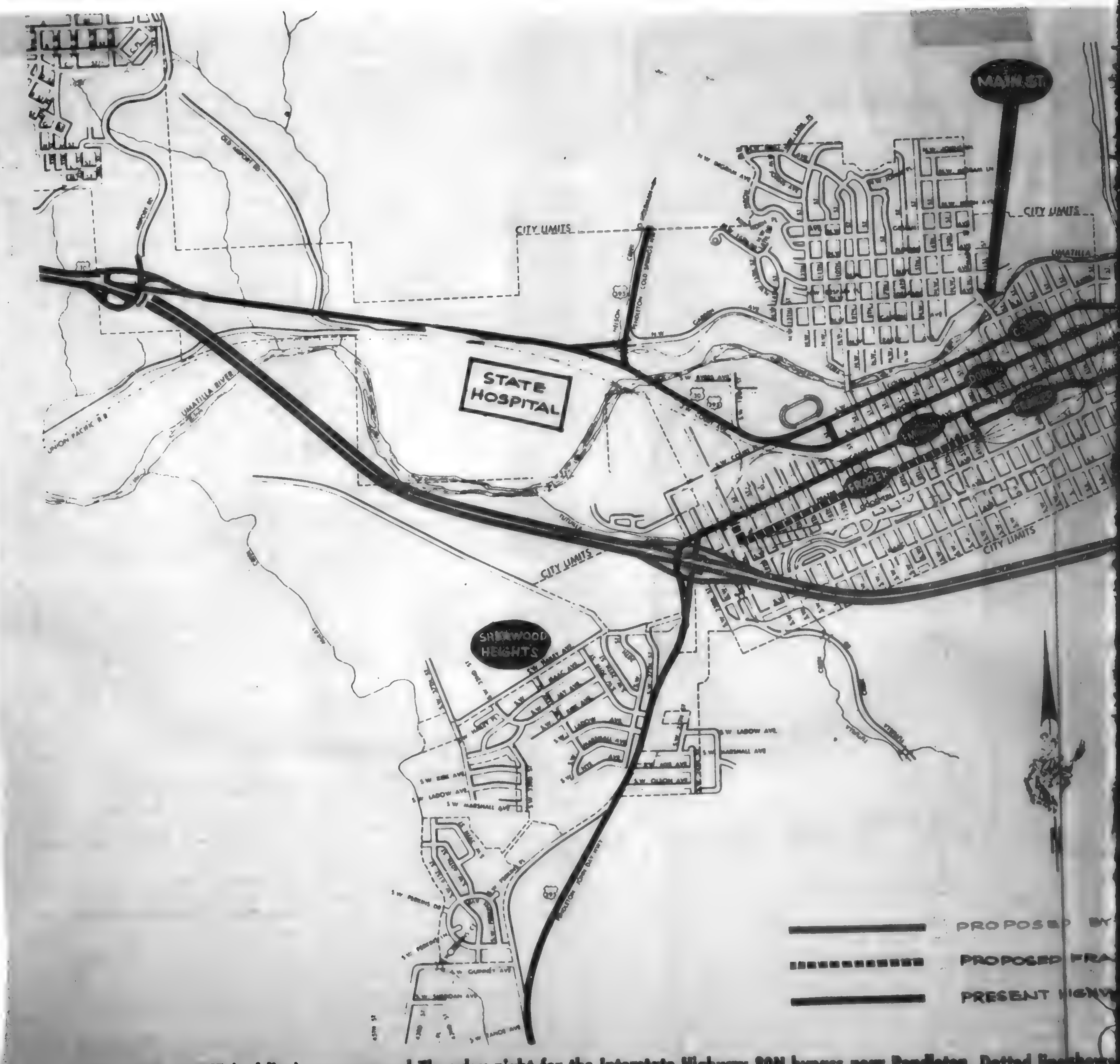
A full interchange with the Pendleton-Pilot Rock Highway (395) was proposed. The line would pass adjacent to the north tip of the cemetery, east of the John Day Highway.

The route then would continue east, passing south of the city proper, along the crest of the South Hill area, across open fields to its connection with the existing highway a mile east of the existing Mission Interchange.

Morris Temple, speaking on behalf of the city Planning Commission, expressed concern for a need of an interchange that would allow traffic to feed into the central business district.

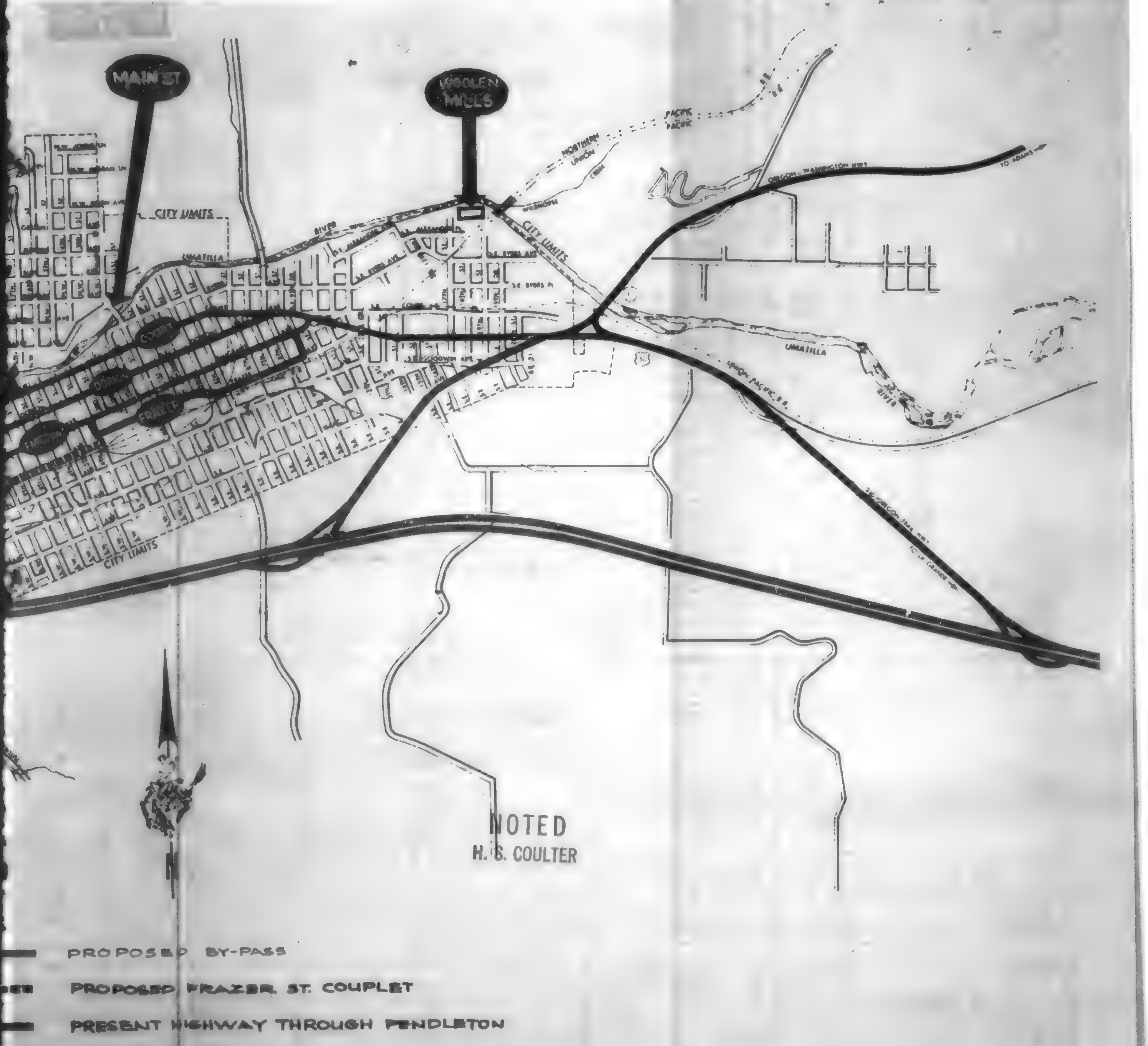
A People Planning Pendleton's Progress subcommittee and the city Planning Commission now will make recommendations to the City Council, which in turn will make a formal recommendation to the Highway Commission.

Then a hearing will be held on the council's recommendation.



THE SOUTH ROUTE (red line) was proposed Thursday night for the Interstate Highway 80N bypass near Pendleton. Dotted line shows

Story is on Page



NOTED
H. S. COULTER

Pendleton. Dotted line shows street that would have to be widened to complete Emigrant-Frazer one-way couplet sought by city. Story is on Page 1.

FORM E-30 50M 9-62 45908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1964

SUBJECT:

To: Mr. Forrest Cooper
State Highway Engineer
Office

Unless you desire other arrangements made, Mr. Gardner, City Manager, City of Pendleton, will appear for consultation with you at 1:30 p. m., Friday, February 14.

Mr. Gardner informs me that those present will be selected members of the Citizens' Committee (Mr. Temple included), and the Mayor or one Councilman. The topic of their discussion, according to Mr. Gardner, will be the steps the Council should take and a rough chronology of those steps to assure the Council's action in adequate time for a hearing on, or before, April 1.

Mr. Gardner, under questioning, stated that while the Pendleton system of operation is slightly unorthodox, it is felt that this operation is a good means toward concerted committee action and that the recommendations of the Citizens' Committee would almost certainly be followed closely by the Council.

I left a loophole, insofar as this appointment is concerned, telling Mr. Gardner I was not certain your calendar was free at 1:30 p. m., Friday, but unless further information was forthcoming, he could consider this date definite. If you wish this changed, please let me know at your earliest convenience.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1964

To: MEMO TO THE FILE

SUBJECT: Meeting in Pendleton re Pendleton Bypass

On February 6, accompanied by Mr. L. H. Young and Mr. W. T. Wright, I met with the Pendleton City Council, the Pendleton Planning Commission, and the Citizens' Advisory Group re the Pendleton Bypass. The report was given verbatim from the prepared paper which is attached. Upon completion of my presentation, I called on Mr. Wright to discuss rights-of-way problems, acquisition procedures, etc. The Pendleton City Planning Commission made a report which was read into the record from its attached paper.

The only questions outside those covered by the prepared paper were "when would the actual construction start?", and I answered only that the Interstate System was intended to be completed by 1972. I was asked, "what would be the Highway Commission's reaction to a proposal by the City that it give us financial assistance in the construction of the Emigrant-Frazer Couplet extension so that the State might possibly be able then to finance the construction of the 3rd Street Interchange connection complex?" I replied in a general way to the effect that the present Highway Commission had an inclination to help those cities which tried to help themselves by making actual financial contributions to a cooperative project.

The group felt that we had faithfully answered all questions which were asked at the April 1963 meeting. They indicated that a lot of work had gone into these answers and that they were most appreciative.

It was the consensus of the group that nothing would be gained by delaying a public hearing beyond the suggested early April date.

The meeting was very congenial.

After the meeting I advised City Manager Mel Gardner that any offer from the City for a cooperative project should be by letter addressed to the State Highway Engineer. He indicated that he recognized this was proper procedure.

I met with the Umatilla County Court in the afternoon preceding the meeting at which time both Commissioner F. B. Hayes and Commissioner C. B. Stanton were present. I was advised that it was the intention of the Umatilla County Court to back the Highway Commission 100 per cent in any route it chose to recommend. The County Court indicated that it was their personal feeling that a bond issue by the City to financially participate in the project might meet with some opposition.

Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

VDW:hlb
Attach.

cc Forrest Cooper
R. L. Porter
Lloyd P. Shaw
L. H. Young
Walter T. Wright

REPORT TO PENDLETON CITY COUNCIL, PLANNING COMMISSION AND CITIZENS' ADVISORY COMMITTEE RE THE I-80N BYPASS OF PENDLETON

In April 1963, representatives of the Highway Department headed by Mr. Lloyd P. Shaw, Assistant State Highway Engineer, met with this group for a field trip and meeting covering the proposals for the bypass of Pendleton with I-80N. Certain questions were raised by the group during this meeting and I am here today to report on our investigations covering those specific questions. Your City Manager, Mr. Gardner, has made numerous trips to Salem for discussion of the problems involved in this proposed section of freeway.

Some of the questions which will be answered tonight were brought up by the group during our meeting last April. Some of the questions to be answered were raised by letter over Mr. Gardner's signature. Mr. Gardner's letter was answered but, for the record, we will cover the entire problem as pertaining to the South Route and South Alternate. I was present at the meeting last April and believe I am correct in assuming that the group recognized that neither the North Route nor the North Alternate could be considered practical.

Let us first discuss the South Alternate Line which in its original form and as shown in the Pendleton Bypass Study was intended to skirt along the hill as far as possible before swinging up the draw and heading to the east. It was suggested during the field trip last April that we investigate swinging southerly of the old Murray Junior High School and on through the ridge south of the reservoir and on to the east tieing into the original South Alternate Line on top, easterly of town. This suggested route was investigated and has definite

advantages over the original South Alternate. It has better alignment, flatter curves, as well as being considerably cheaper.

It was during this investigation that we found an error in our original right-of-way estimates for the South Alternate which increased its cost considerably. We immediately checked all our estimates to verify their accuracy. The estimates are as follows:

Original South Alternate	$12,400,000
Revised South Alternate (south of school)	$10,700,000
South Line	$ 6,800,000

These figures indicate to us that it would be impossible to justify the construction of any line other than the South Line or a variation thereof.

As a matter of interest, the South Line takes approximately 30 houses, the South Alternate 203 houses, and the Revised South Alternate 180. It should be readily apparent that the South Alternate or Revised South Alternate would be a serious blow to one of your city's bedroom areas.

Although the added cost of even the Revised South Alternate cannot be justified from a road-user standpoint, as requested, we did investigate the possibility of an interchange in the vicinity of Main Street. Such an interchange on this line would wipe out another large section of residential area and foul up a considerable portion of the existing street pattern. This was first studied on the basis of tieing into street grades at the railroad tracks. Data obtained from the Union Pacific Railroad on street closures forced the decision that it would be impractical to bring ramps off the freeway in this area unless they were separated with the railroad tracks. This proposed interchange and connection would add another $1,600,000 to the cost of the South Alternate

with a major portion of the cost not chargeable to the Interstate System.

Let us now turn to the South Route and the three major questions asked. First, can the line be shifted to provide a better or longer view of Pendleton? This was given a cursory examination and it would appear that an increase in the length of the openings for visibility would be minor without drastically increasing the grading cost. With cars traveling at 65 mph covering almost 100 feet per second, the increase in view time could not be over one or two seconds. However, final location surveys might alter this slightly either way.

The second question was that of access through the freeway to the south to provide for further expansion of the city. A rule of the thumb is that routes or streets to be considered in interstate highway plans must exist or be firmly committed to exist by the time of interstate construction. Also, the need for their continuing through the freeway must be substantiated. It is not the intention of the Highway Department or the Bureau of Public Roads to deliberately bisect an area or to prohibit further expansion by construction of an impassable barrier.

It was explained previously but should be reiterated that any private access through the freeway such as equipment passes, or other private land-use facility such as frontage roads or revisions in irrigation facilities which serve an individual rather than the public in general can be and are evaluated in terms of reduced severance damage. We are required to produce documentary evidence that these are justified on the basis of comparative cost of constructing the service facility, including its right of way, as opposed to the damages which would accrue to the property. This would be reflected in the cost of the right-of-way acquisition if the equipment pass, frontage road, etc., were not built. The "least cost" in road-user taxes determines whether the facility should be constructed or the damages paid. On public roads a determination is made on the basis of cost of out-of-direction travel, etc., as opposed to the cost of the facility.

The third question was that of an interchange in the vicinity of S. E. 3rd Avenue extended. It was determined that a diamond-type interchange was geometrically feasible and could be connected on satisfactory grades into Pendleton crossing over the railroad on a structure and reaching existing street grades near S. E. 9th Avenue. The estimated cost of this interchange and connecting road is $1,500,000 and once again the major portion must be financed with ABC and not interstate funds.

This is by no means the total story. In our original studies we had proposed interchanges at each end of Pendleton and one near the middle, at Highway 395. It has been the unofficial attitude of some of our local Bureau of Public Roads people that this was very adequate service and that expenditure of funds for another interchange could not be justified as offering any compensating service to the road user.

It was our belief that the Highway 11 Interchange, as shown in our report, would serve as the other half of the South (or east) interchange and if the expenditure of primary highway funds to bring Highway 11 up to the interchange could be justified we would stand a reasonable chance to justify the construction of that interchange for Interstate participation. [I might explain here that Interstate participation ends at the point where the ramps meet the existing ground or street level and that other funds must be used from there on.]

During our previous meeting it was also suggested that Highway 395 be relocated in order to enter the freeway at this suggested S. E. 3rd interchange so as to eliminate the presently proposed 395 Interchange, thus relieving some of the traffic load on Emigrant. Traffic figures indicate the heavy traffic move on 395 is between city center and a large bedroom area and that the small change due to moving the interchange would not alter the requirements for improvement of the Emigrant facility. Nevertheless, we did study the suggestion and found that the relocation of 395 would cost an estimated $870,000 with no appreciable service being rendered; in fact, we would be substituting a curving alignment with steep grades for the present adequate four-lane facility as far as the street system. Also, the additional cost would have to come from ABC funds.

We have also been asked what might be done in the way of improving the Emigrant-Frazer couplet between the freeway and S. W. 4th Avenue. Studies and preliminary estimates were made to improve the two streets to a 44-foot curbed section; cost about $400,000. Several years ago, a four-lane grade separation over the railroad was considered for Emigrant at a cost of $1,800,000. Two-lane separations of both Emigrant and Frazer have been estimated at $2.1 million.

Traffic studies indicate the need for some type of improvement in this area and as mentioned before, this need would exist regardless of whether an interchange with the freeway is constructed at US395.

I wish to emphasize that no portion of the Pendleton Bypass Study has been discussed officially with the Bureau of Public Roads. Based on past decisions of the Bureau, should the State Highway Commission choose to recommend an additional interchange in the area of S. E. 3rd Street extended, we can anticipate Bureau opposition. This is only a part of the problem. Should the Bureau look with favor upon such a request our estimates indicate that the construction of this 3rd Street connection across the railroad tracks into Pendleton and the improvement of the Emigrant-Frazer couplet adds up to approximately $2,000,000. All of this would have to be financed from an extremely limited ABC fund.

A major problem facing the State today is to solve the deficiencies in our ABC System. As of this date, we have critical needs detailed as follows:

Primary Urban	$ 65,000,000
Primary Rural	236,000,000
Secondary Urban	10,000,000
Secondary Rural	167,000,000
	$ 478,000,000

To meet this problem we have available approximately $17 million per year for construction purposes. This should adequately emphasize the problems of financing. It is the responsibility of the State Highway Department to construct the best facility at the most reasonable cost. We intend to try to live up to this responsibility to the best of our ability.

These are some of the problems of which you should be aware--such as the limitation of the use of interstate funds to the freeway and interchanges only and the critical shortage of ABC monies with which to complete a hoped for connection.

Your attendance at this meeting is evidence of your interest in this project. The questions and suggestions that were voiced last April are a further indication of this interest. We appreciate constructive suggestions which will help us to do a better job for the motoring (and tax-paying) public.

The acquisition of rights of way will take a considerable period of time if pursued in an orderly manner. We much prefer this procedure. We, therefore, suggest that we would like to go to a public hearing by the first of April. Compelling reasons would be necessary to defer beyond this date.

Thank you!

February 6, 1964

I have been asked by the Pendleton City Planning Commission to express to this group the thinking of the Commission in regard to the proposals made by the Highway Department for the location and general design of Interstate 80N. The Planning Commission's principal concern is, of course, the long range development of the community, and in order to accurately express the thoughts of the Commission to you, this written statement has been prepared.

There are a few fundamentals about this facility that must underlie any thinking concerning the relationship of the freeway to the development of the city. These considerations are so basic, in fact, that they really have never been stated in so many words -- everyone just assumes that everyone else fully realizes their importance. These two basic facts are:

1. The freeway is going to be, and
2. It will be here for a long time -- for all practical purposes, it will be a permanent part of the Pendleton landscape.

You will notice in your copies of the highway department report that the design data have been projected to 1975. This is altogether satisfactory and proper for engineering design purposes. However, in our attempts to weave this facility into the fabric of overall community development, we must look far beyond that point in time. To shrink from peering around the corner into the years beyond 1975 would be tantamount to admitting a lack of faith in the future of this community. Moreover, we feel compelled to observe that in Pendleton, we have never before been faced with such an important and far-reaching challenge -- the river and the bluff have always been here, and, seemingly, the railroad has too. We have never had such a responsibility, and therefore, we cannot rely too strongly on our interpretations of our past. We must convert this challenge into an opportunity, and we can do this only by anticipating the future with confidence and imagination.

Thus, it is that we cannot view our responsibilities lightly -- any of us. We cannot allow our own personal interests to interfere with the carriage of these responsibilities, nor can we allow the magnitude of these responsibilities to deter us from the very practical and urgent task of making a decision.

Earlier this year, the Planning Commission considered and tentatively adopted five policy statements that we believe to be essential to the satisfactory accomodation of any freeway facility in the Pendleton urban area. These policy statements soon will be incorporated into the city's comprehensive plan, and will then be forwarded to the City Council for discussion and adoption as the development policy of the city of Pendleton. These policy statements are as follows:

1. The primary function of a freeway is to accomodate the continuous movement of heavy volumes of all types of inter-community and inter-regional vehicular traffic. Freeways have full access control.

2. Access to freeway facilities in the Pendleton area is to complement the local street network as much as possible.

3. On freeways, the interchanges shall be located on the basis of future land use, as well as existing land use; and on the basis of intersections with planned arterial streets as well as existing arterial streets.

4. Grade separated crossings shall be constructed so as to allow for continuity of all designated arterial and collector streets.

5. Frontage roads along freeways, connecting streets with interchange access, shall be constructed where necessary to provide for adequate traffic circulation within neighborhoods within the Pendleton urban area.

We have given the various proposals much thought, and it is apparent to the Planning Commission that the proposal of the Highway Department outlined here this evening meets the requirements of these policies.

The concern of the Planning Commission is to not only minimize any adverse affects that may result from construction of the freeway, but, more constructively, to utilize the freeway fact of life to advantage in overall community development.

Developmental problems faced by the city of Pendleton are numerous and significant. To name but a few of the more obvious:

1. The striation of the town in an east-west direction. The river, the railroad, the bluff, and the general topography of the community have created a carrot-like pattern in urban development. This type of growth pattern makes the provision of community services such as sewer and water a difficult, costly, and sometimes

inefficient proposition. The location of this freeway facility, as outlined, with central access as noted, will assist the community considerably in counteracting this tendency. We are convinced that the lack of suitable access to the south hill area has been the principal deterrant to development in that area. It is capable of being served by both sewer and water (as a matter of fact, the city has already invested quite heavily in a high level water system to serve this area). We believe that the central access included in the current proposal will satisfactorily provide such access.

2. The Pendleton Central Business District is in danger of losing its attractiveness as a place in which to shop. I don't think that there is a downtown merchant, property owner, or citizen, for that matter, that will not admit that vacancies in downtown properties are reaching serious proportions. One of the reasons, and let's be realistic about it, one of the reasons is that it is becoming somewhat of a chore to maneuver an automobile in the area.

We believe that revitalization of the city's central business district begins with the separation of the various types of traffic. It has been said that shoppers are pedestrians, and pedestrians are motorists who have had the fortitude to brave the trip downtown and have been lucky enough to find a place to park. Pendleton's problem hasn't become that acute yet, although there is no reason to believe that such will not be our future lot, unless something is done to alter the present situation. The proposed location of the freeway with the central access will assist considerably in the separation of these various types of competing traffic.

The arrangement proposed here will prove beneficial to the central business district, because it provides quick and easy access to the retail center, yet alleviates congestion of the downtown streets by through traffic that has no intention of stopping in the first place.

3. The confused and hazardous conditions existing along Emigrant Avenue. The principal entrance to the city from the south has suffered from haphazard development, to the extent that this approach to our city creates an impression of clutter and untidiness. More importantly, the traffic carrying capacity of these streets has been seriously impaired by the turning movements of vehicles stopping at and leaving these establishments.

The proposal will considerably alleviate this problem, by providing a more central access to the community. The Tutuilla interchange is necessary to accomodate traffic travelling on U. S. 395 (which, according to the highway department origin and destination data, is the heaviest single desire line) for without it, the central business district would not be spared the through traffic movement I mentioned earlier.

In short, the Commission wishes to take this opportunity of publicly recording its sentiment that this alignment and these facilities will not only provide the highway department with a facility that will accomplish their primary purpose in routing traffic, but with one that will effectively complement local development plans.

The Bureau of Public Roads Instructional Memorandum No. 50-2-63 indicates that the Bureau policy is to "carry out the transportation planning process in a manner that will insure that the planning decisions are reflective of and responsive to both the programs of the State highway department and the needs and desires of the local ~~committees.~~" communities."

We are satisfied that this proposal, with the central interchange, fulfills that policy.

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January 31, 1964

Mr. H. O. Gardner, City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon

Dear Mr. Gardner:

Reference is made to your letter of January 30 reporting on the forthcoming meeting between Highway Department officials and certain groups in Pendleton re the Pendleton Bypass Section of I-80N. Due to circumstances beyond my control, I will not be present. The Oregon State Highway Department will be represented by Victor D. Wolfe, Administrative Assistant.

Referring again to your letter, the Oregon State Highway Department is a public organization and, as such, does not object to its meetings being covered by the news media. However, it is apparent that some clarification is needed at this time. The meeting on February 6 is not for the purpose of discussing all four routes as shown in the Pendleton Bypass study but rather for the specific purpose of reporting on those questions raised during the meeting with this same group on April 18, 1963. I remind you that at that time there were no questions asked pertaining to the two north routes.

Referring specifically to your Item 3-4 so that there can be absolutely no misunderstanding, the City certainly may hold as many meetings or hearings as it wishes, but, if requested by the city or county an official public hearing on a route or routes through or around Pendleton, in order to conform with Federal regulations, must be advertised and conducted by the Oregon State Highway Commission or its designated member of the Highway Department staff. It is during this requested official hearing that the representative of the city council will be asked to make a statement for the record representing the official governing body of Pendleton. An official statement will be requested from the Umatilla County Court at this same time. The representatives of civic groups may make statements for the record as can any individual. The whole purpose of this paragraph is to clarify your statement "and coordinate a public hearing as mutually agreed".

Mr. Wolfe will be prepared to report on those questions raised at the April meeting and will answer questions which, in his judgment, are within the domain of a member of the Highway Department staff to answer.

Mr. Wolfe will be accompanied by Mr. L. H. Young and Mr. A. F. Parson. The three gentlemen will be happy to accept Mayor Thalhofer's invitation to the informal get-acquainted dinner at 6 p.m. at the Temple Hotel.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
A. F. Parson

VDW:hlb hlb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

January 30, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

I would like to make a report to you concerning preparation for the forthcoming meeting with you and other Highway Department officials in Pendleton on February 6, at the city hall Council Chambers.

Mayor Thalhofer has appointed a steering committee consisting of himself as Mayor; Morris Temple from the City Planning Committee; Til Stone, Chairman of the citizens committee with whom you met before; Bud Forrester, from the East Oregonian; Ted Smith, from radio station K.U.M.A,; Lester Tinhof, mamager of the Chamber of Commerce; and myself.

This committee is meeting today to coordinate the handling, control and reporting of the meeting. At this time it is anticipated that the meeting will be operated as follows:

1. Mayor will open meeting with some general statements and then turn the meeting over to Til Stone.

2. Til Stone, chairman of the citizens committee which asked you to study certain matters pertaining to the two routes, will then preside over the meeting and state the ground rules for handling of the meeting.

3. It is anticipated that the ground rules will include:

    a. Announcement to those in attendance, other than the three official groups, (if any outsiders happen to be present) that the meeting is being covered by the news media, and will be reported to the public.

THE WORLD'S ROUND-UP CITY

b. Discussion and questions, due to time limitations, will be limited to members of the three groups in attendance.

c. After this meeting, and the information is reported to the public, the citizens committee, Planning Commission or City Council may hold local discussion meetings for interested local groups to further review the entire matter.

d. The citizens committee will deliberate on the subject for the next month and will then make its recommendations to the Chamber of Commerce and City Council. Planning Commission will review the recommendations and make its report back to the City Council. Chamber of Commerce will make its recommendation also to the City Council. The Council will review all the recommendations, analyze the negotiations necessary between the city and state, and coordinate a public hearing as mutually agreed.

4. Presentation by Highway Department officials.

5. Question and answer period.

6. Statement by Morris Temple, representing Planning Commission, on its position of highway relocation as it pertains to the comprehensive plan and the practical implementation.

7. Announcements

8. Adjournment

Prior to the meeting at 7:30 p.m. on the 6th of February, Mayor Thalhofer invites you and your associates to an informal get acquainted dinner at 6 p.m. at the Temple Hotel. This will include the Mayor, City Council and a few other citizens.

I am enclosing copies of newspaper and radio editorials, concerning the relocation, that were recently made public.

We look forward to seeing you on February 6th.

I will be going through Salem tomorrow enroute home from a meeting in Eugene. Will stop by your office after 3 p.m., for a few minutes if you are available.

Sincerely yours,

M. O. Gardner
City Manager

MOG:dpm
enc.

RECEIVED
JAN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1964
OREGON
STATE HIGHWAY COMMISSION

1-23-64

THE HIGHWAY 30 BY-PASS

The provision in the federal highway program which requires that transcontinental highways by-pass cities has caused a great amount of trouble. State highway commissions and the U.S. Bureau of Public Roads have found it extremely difficult to design by-passes that satisfied everybody.

There are several points that the designers of by-passes must consider. They must make it as easy as possible for the highway traveler to get into a city and out. They must avoid creating traffic congestion within a city by improperly designing interchange routes into and out of a city. They must consider the welfare of the central business district of a city that will be by-passed.

All of these points Oregon Highway Commission engineers have considered in design of the by-pass route of Highway 30 at Pendleton. They have painstakingly taken a great amount of time to consider all aspects of the project. We are sure that will be apparent when they meet here Feb. 6 with the city council, the city planning commission and a citizen's committee that has been studying the project for several months. It also will be apparent that the engineers have been diligent in their efforts to do what is best for Pendleton.

At the Feb. 6 meeting the engineers will discuss four by-pass routes—two on the north side of the Umatilla River and two on the south. They will report their findings as to the key factors that were considered in examining each of the four routes.

When they have concluded that review we anticipate the best by-pass route will be evident. We also anticipate it will be evident that the engineers have carefully considered the best interests of Pendleton in locating interchanges from the by-pass into and out of the city

After the city council, planning commission and citizens' committee have heard the engineers' report they will thoroughly investigate it and subsequently hold a public hearing at which all citizens who wish to speak on the subject may be heard. In the interim this newspaper will fully communicate to its readers the engineers' report and other matters pertinent to the project. When a consensus of local opinion is firmly established the Highway Commission will take its recommendation to the Bureau of Public Roads for its approval and for an appropriation for the project. It is estimated that the work will begin in about two years.

There is one aspect of this project that may create a problem which citizens of Pendleton will have to deal with. For construction of by-pass routes the federal government provides 90 per cent of the cost and the state 10 per cent. Interchange routes from the by-pass are financed by 60 per cent federal money and 40 per cent state. The state has been hard-pressed to provide its share of the 60-40 formula funds. This may have some effect on the scheduling of the completion of the Emigrant-Frazer couplet in the city—a project that is an essential part of the by-pass complex if the by-pass is routed on the south side of the city.

We speak of this now to prepare Pendleton citizens for the possibility. If it develops we're sure a solution can be found.

KU EDITORIAL
Jan. [illegible], 1964
27

In just a few short weeks, Pendleton will be meeting with members of the Oregon Highway Commission to begin the deliberations leading to a decision on the route of the proposed By pass of Interstate 80N around the city. Fortunately, we can use the experience of other Oregon cities to our advantage in deciding what course of action to take...since Pendleton is one of the last major cities to be confronted with the problem.

First of all, let us say that we don't believe the by-pass of Pendleton will present nearly the economic problem to the city that some others may suffer. This is because we are far enough from both Boise and Portland, major cities to the east and west, to encourage a traveler to want to swing in and make a gas, meal, or overnight stop. The by-pass is coming...it cannot be averted. The important thing is to have community understanding of the one route which appears to be the most favorable.

Members of the highway commission will make a presentation of the four reutes studied for a Pendleton by pass to the City Council, ~~Planning Commission~~ and others at a February 6 meeting. After that meeting, they will leave it up to the citizens to study the proposals and be preapred to meet later for a public hearing at which all persons can express their views.

Since the Federal government is providing 90% of the money for the Interstate Highway program, they are justifiably in the driver's seat in requiring that the funds be used to provide the best route at the most reasonable cost...and one which satisfies a majority of the citizens. The State Highway Commission in presenting their request to the Bureau of Public Roads must therefore have unified support of the city and its citizens as to the one route that will meet these requirements.

Some cities, The Dalles being one of them, have learned the hard way that if vested interests pull at different directions in expressing their desires, the State and the Federal government will step in and place the road where they wanted it in the firstplace giving first consideration to economy and design. In The Dalles, the port commission and the city were miles apart on their requests and as a result the highway by pass through The Dalles is being built to satisfy the Highway department first.

Pendleton should be reasonable, firm and unified in what they expect of a by-pass... and especially the inter-changes which will feed off the highway into the city. Since by-passes require a higher percentage of state funds, the city may expect some deeper thinking necessary to satisfy the wants and needs in this regard.

The committees who will be meeting and working with the Highway Commission need and deserve your support. KUMA will report and comment on all the meetings with the Highway Commission so that when the time comes for the public hearing a large percentage of the citizens may be well informed. It is important that Pendleton's wants and needs be hashed out well in advance so that a unified program may be presented to the State and the Federal Governemnt. We will fare much better in this manner than in any other way.

RECEIVED
JAN 29 1964
FOR FILING

I-80N-5(29)204

7097

January 27, 1964

Dr. J. H. Treleaven, Administrator
Oregon State Board of Control
20 State Capitol
Salem, Oregon 97310

Dear Dr. Treleaven:

This acknowledges receipt of your letter of January 17 directed to P. M. Stephenson, who has been incapacitated for some little time due to an injury to his arm.

Pinch-hitting for Mr. Stephenson, I can offer the following comment on the possibility of relocation of the freeway proposal west of Pendleton. Our original location for the westerly approaches to Pendleton were a short distance south of the Umatilla River adjacent to the hospital grounds. It appears that there might be some improvement on topography if the line were placed slightly north of the original; however, we are fully aware that there would be conflict with some improvement already existing north of the Umatilla River and that before anything seriously could be undertaken toward establishing a route, many of the local problems would have to be discussed with those directly concerned. In the event any such route is considered seriously, we will be in touch with you and others before its consideration for adoption.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
P. M. Stephenson
F. D. Morgan - Attention: D. J. Barbee

MENTAL HEALTH DIVISION

MEMBERS
MARK O. HATFIELD . . . . . . GOVERNOR
HOWELL APPLING, JR. . SECRETARY OF STATE
HOWARD C. BELTON . . . STATE TREASURER

OREGON STATE BOARD OF CONTROL
SALEM 10

January 17, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGI

Mr. P. M. Stephenson
Assistant State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon

SUBJECT: Technical Report No. 62-3

Dear Mr. Stephenson:

It is our understanding that the Highway Department is exploring possible routes for the freeway by-pass west of Pendleton and that some of the possibilities being considered would involve crossing the Eastern Oregon State Hospital grounds. We would like to express strong objection to any crossing of the Hospital grounds by the freeway as such would interfere with the use of this facility, reducing the area available for patient recreation and adding to the already considerable amount of noise produced by the proximity of the Union Pacific Railroad.

If such plans are being considered, we would like to have the opportunity to discuss it with the appropriate authorities in your department.

Sincerely,

J. H. Treleaven

J. H. Treleaven, M.D.
Administrator

JHT:D

cc: E. I. Silk, M.D.
Mr. J. N. Peet

RECEIVED
JAN 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy To Wolfe
1-23-64

RECEIVED
JAN 27 1964
FOR FILING
I-80N-5(29)204
7097

January 24, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon - 97501

Dear Mr. Jackson:

I have your note of January 22 attached to a letter from Mr. J. W. Forrester, Jr., of The East Oregonian, which refers to the freeway route in the vicinity of Pendleton. I do not know just what is troubling Mr. Forrester re this matter, but I will give you a brief rundown as follows:

Studies have been underway for a considerable period of time, with a report being published and made public in February 1963. We have had numerous conferences with the City Manager, Mr. M. O. Gardner, and have kept him fully informed of our plans. As noted in Mr. Forrester's letter, a pre-meeting is scheduled for February 6, which meeting will, I am sure, be open to the public so that it may be informed. Also, we will give answers to several questions that have been asked by the City.

In view of the record, I cannot understand the statement in Mr. Forrester's letter, " . . . . that all of the Pendleton project should be put together and delivered to the citizens without any prior discussion of it with them."

Time for the official public hearing has not as yet been set. I am sure that we have not tried to push the city into a hearing prematurely or until it had an opportunity to be informed.

I appreciate Mr. Forrester's interest and know that he has been very helpful to us in this and other matters. If we have in any way acted unwisely, I would certainly wish to correct it.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Victor D. Wolfe

[illegible]

We should look into this

GJ

The EAST OREGONIAN
Eastern Oregon's Greatest Newspaper
PENDLETON, OREGON

January 18, 1964

Mr. Glenn Jackson, Chairman
State Highway Commission
Oregon Department of Highways
Salem, Ore.

Dear Glenn:

The time for making a final decision on the by-passing of Pendleton is not far off. Representatives of the Highway Department will be meeting here Feb. 6 with the Pendleton City Council, Planning Commission and a citizens' committee that has been studying the matter, as a special assignment.

As I understand it, the findings of the engineers will be submitted to the three groups at that time. After there has been a proper time for transmitting the information to the citizens of Pendleton a hearing will be held here.

Because of the problems the commission has had in many communities with the by-pass and rerouting problem I have worked diligently on the matter here for some time. I have been determined that the matter would be handled properly here, in a spirit of good will and cooperation.

I think the ground work has been laid for that approach. I met last week here with representatives of the three groups. The city manager outlined the situation in detail as to the course of action at the forthcoming meeting and the content of the report the engineers were likely to make.

2-Glenn Jackson

I am sure that the meeting of Febary 6 will go off well. I am equally sure that when the public is fully informed of what transpired at that meeting and the proposed program is thoroughly discussed through media of communication all will work out well.

I write all of this because I have heard that there is some feeling in the Highway Department that all of the Pendleton project should be put together and delivered to the citizens without any prior discussion of it with them.

That, I am convinced, could only lead to serious trouble. As I study the proposal of the engineers for the Pendleton by-pass it seems to me it is well reasoned and that Pendleton comes off very well. I think a strong majority of the citizens will come to the same conclusion. But I doubt that they would if they thought something had been done behind their backs.

I have been a newspaperman for 30 years and I became convinced long ago that boards and commissions that are acting for the public will have less trouble if they do everything possible to inform the public of what they are doing and why.

Kindest personal regards.

Sincerely,

J.W. Forrester Jr.
editor and publisher

RECEIVED
NOV 7 1963

FOR FILING

I-80N-5([illegible]) [illegible]

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1963

SUBJECT: Pendleton Bypass
Interstate 80N

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Some time ago Mr. Gardner, City Manager of Pendleton, submitted eight sketches of Pendleton streets with areas indicated as possible traffic problems. Each sketch was for a particular origin-destination stream of traffic and questioned the route traffic would use. These were all in reference to the South Alternate line. You also requested a traffic asignment for a City Center interchange on the South Route.

These were referred to the Traffic Division as you requested and enclosed is a copy of their reply. You will note that no attempt was made to analyze the areas indicated as possible traffic problems. It was felt that insufficient data was available here to do any good and that by indicating the approximate diverted traffic and their path for eachcondition, that Mr. Gardner was in a much better position to determine what this would do to the existing patterns.

At the same submittal, Mr. Gardner had questioned the possibility of making a connection from the Highway 11 connection back into Pendleton near S.E. 10th and also coupling a westbound off movement into the Highway 11 Interchange. These are physically possible, of course, but the connection down to S.E. 10th would require extreme grades and a separation structure over the railroad. It would not be possible to get down to make a grade crossing. No attempt was made to estimate such a plan.

F.D. Morgan
Construction Engineer

By A D Olson

A.D. Olson
Urban Engineer

ADO:jp
Enclosure

NOTED
LLOYD P. SHAW

RECEIVED
OCT 8 1963

FOR FILING

I-80N-5([illegible])

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 2, 1963

SUBJECT: Pendleton By-Pass
Interstate 80N

To: F. D. Morgan
Construction Engineer
BUILDING

Attn.: A. D. Olson

The following estimated 1975 average daily traffic data are furnished in reply to questions posed in Mr. Gardner's letter of September 3, 1963. These traffic figures are based on the following assumptions:

1. Full interchange at airport road.
2. Full interchange at US395.
3. Full interchange at extension of Main St.
4. Partial interchange at east end of by-pass route.

In response to Mr. Gardner's questions, we furnish the following information:

1. Which route will westbound traffic from ORE11 to Portland use with central interchange?

    It is estimated that 275 vehicles would be diverted to the central interchange, 170 vehicles would use Emigrant Ave. to the US395 interchange and the remaining traffic would use Court Ave. The foregoing traffic volumes include the airport traffic.

2. Which route will eastbound traffic from Portland to ORE11 use with central interchange?

    It is estimated that 275 vehicles would be diverted to the central interchange, 170 vehicles would use the interchange at US395, which would take them thru town on Frazer, and the remaining traffic would use Dorian Ave. Again these traffic volumes include the airport traffic.

3. Which route will traffic from ORE11 to US395 (south) use without freeway interchanges?

    All traffic would use Emigrant Ave.

NOTED
TOM EDWARDS

4. Which route will traffic from US395 (south) to ORE11 use without freeway interchanges?

   All traffic would use Frazer Ave.

5. Which route will traffic from US395 (south) to US30 (west) use with central interchange?

   All traffic would use the US395 interchange. Without an interchange at US395 the traffic would use SW 20th St. (assumed to be improved and extended between SW Court Ave. and SW Emigrant Ave.). None would be diverted to the central interchange.

6. Which route will traffic from US30 (west) to US395 (south) use with central interchange?

   Same as number 5.

7. Which route will traffic from US395 (south) to US30 (east) use with central interchange?

   All traffic would use the US395 interchange. Without an interchange at US395, it is estimated that half the traffic would divert to the central interchange and half the traffic would remain on Frazer Ave.

8. Which route will traffic from US30 (east) to US395 (south) use with central interchange?

   All traffic would use the US395 interchange. Without an interchange at US395, it is estimated that half the traffic would divert to the central interchange and half the traffic would remain on Emigrant Ave.

Attached herewith is a flow diagram showing the estimated 1975 ADT's on the cental interchange. The volumes shown on this diagram are based on the previously mentioned assumptions as to interchange locations.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

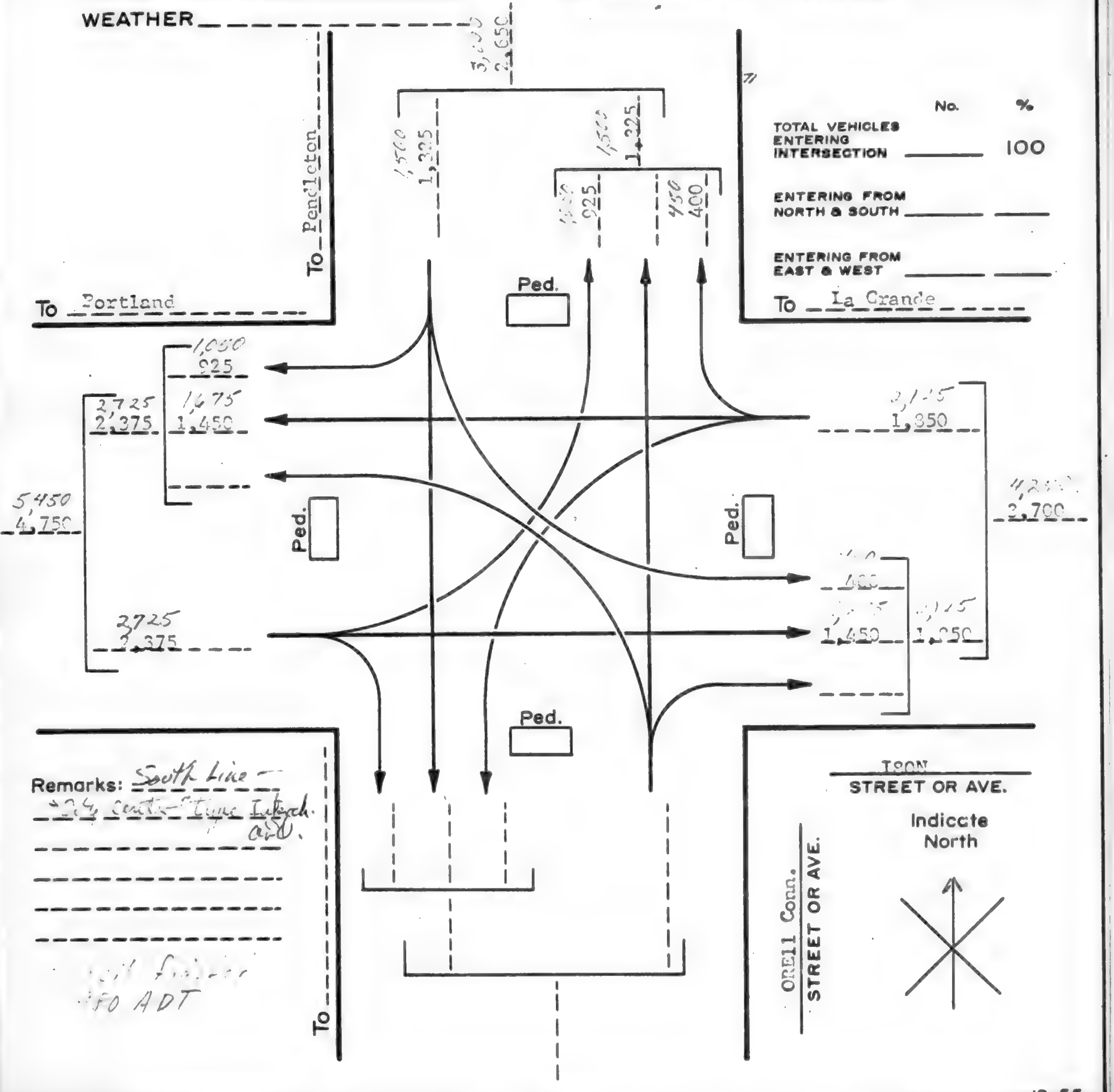
GLS:dk
Attachment
bc: Tom Edwards ✓

RECEIVED
OCT 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE ______________
DAY OF WEEK ______________
ACTUAL COUNT (VEH.) ______ HRS.
HOURS COUNTED ______________
PEDESTRIAN COUNT ______ HRS.
HOURS COUNTED ______________
WEATHER ______________

CITY OF Pendleton
INTERSECTION OF I80N
AND ORE11 Conn.
STATION NO. ______________
CODE NO. ______________
CLASSIFICATION 1975 ADT



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks: South Line –
[illegible] South – Type Interch.
ADT.

[illegible]
[illegible] ADT

I80N
STREET OR AVE.

ORE11 Conn.
STREET OR AVE.

12-55

FORM E-30 50M 5-63 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
SEP 16 1963

E

Salem, Oregon
September 13, 1963

SUBJECT: Pendleton Bypass
Interstate 80N

To: Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

Accompanying this letter are eight sketches of Pendleton streets and one sheet from our technical report on the Pendleton Bypass which were transmitted to this office by M. O. Gardner, City Manager, Pendleton. Mr. Gardner's letter of transmittal is also included.

In regard to the sheet from our technical report, on page 18 sketched with blue pencil is a proposal Mr. Gardner has suggested and in common lead pencil an approximate location for Highway 11, coupled with a connection to the "south route location for the bypass highway".

Please have someone investigate both these possibilities for approximate cost and traffic assignment. You will note that Mr. Gardner's suggestion includes an exit for westbound traffic. He feels that this would reduce criticism by the businessmen of Pendleton which has previously been made of the plan showing interchanges at extreme east and west positions in regard to the City.

At first glance it appears that the proposition offered by Mr. Wolfe is on a long-range basis and extremely valuable. It accomplishes in one stroke what would have to be done on a piece-meal pattern if one of the other routes is used in connecting Highway 11 to Interstate 80N.

The small square sketches presented by Mr. Gardner are to illustrate questions he feels we should be in a position to answer. Each deals with one particular origin-destination stream of traffic. If the Traffic Division can come up with some rough analysis, and I stress the word rough, which will apply to the sketches; I feel we will be in better position to answer questions at a meeting in Pendleton approximately 30 days hence. Please see what can be done with this matter in the next 20 days.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

September 3, 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

As I indicated to you by phone today, I am sending several rough sketches pertaining to the functional ability of the proposed central interchange on the South Alternate Route. Indicated in red are the places that could be traffic problems such as turning points, congested areas and the Union Pacific Main Street crossing. I would like to have you have these traffic patterns checked as to their feasibility, as they would have quite a bearing on whether Pendleton would want to promote such an interchange, especially with the $5,000,000 additional cost.

Also, as I indicated to you, I am wondering if you could check the feasibility of having a leg toward the city center coming off the Highway 11 connecting link, as indicated in blue on the attached South Route map?

I will endeavor to be in your office soon after 1 p.m., this Friday, September 6, to discuss these matters, as well as your progress on the other reports.

Yours truly,

M. O. Gardner
City Manager

MOG:dpm

enc.

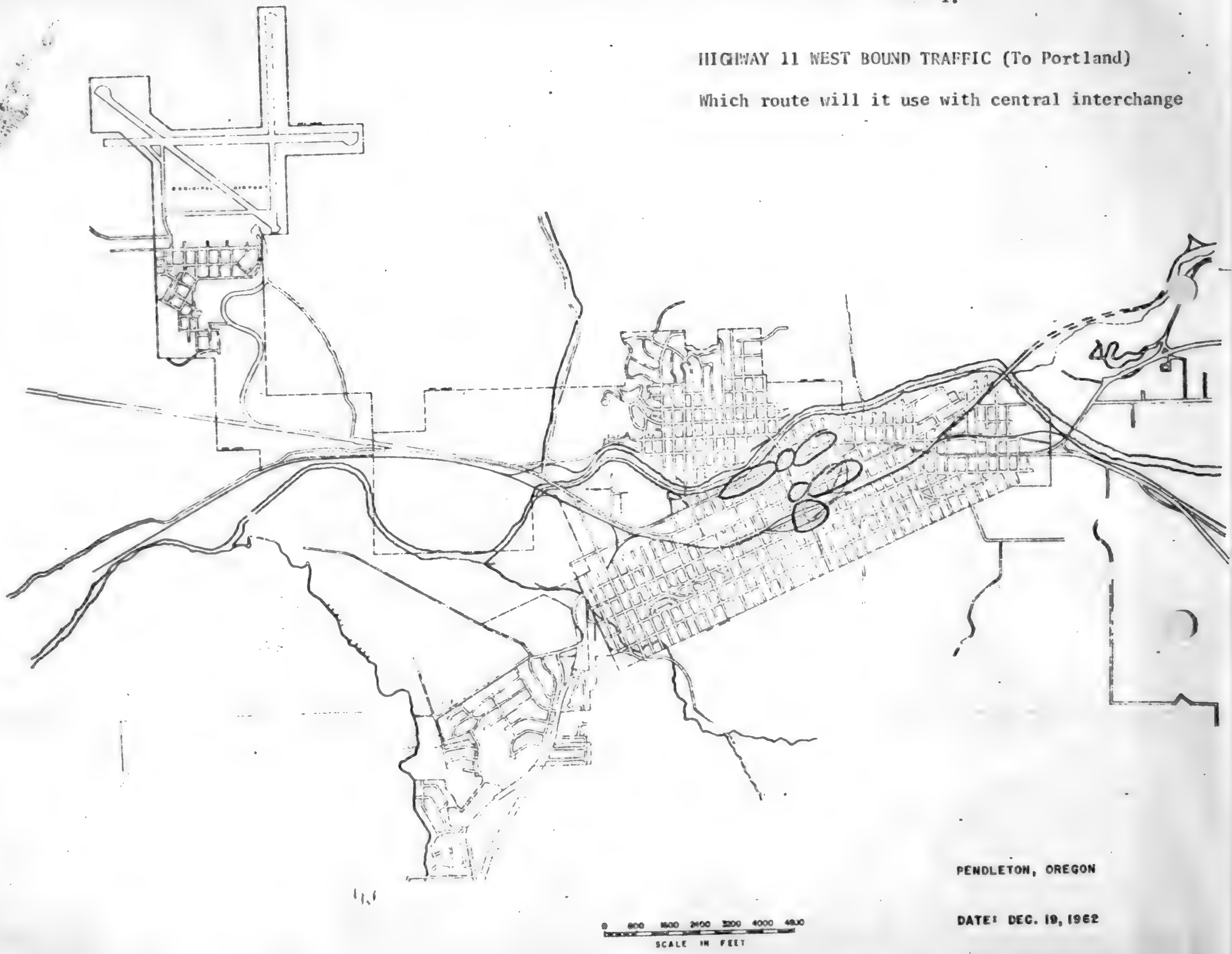
THE WORLD'S ROUND-UP CITY

RECEIVED
SEP 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

1.

HIGHWAY 11 WEST BOUND TRAFFIC (To Portland)

Which route will it use with central interchange



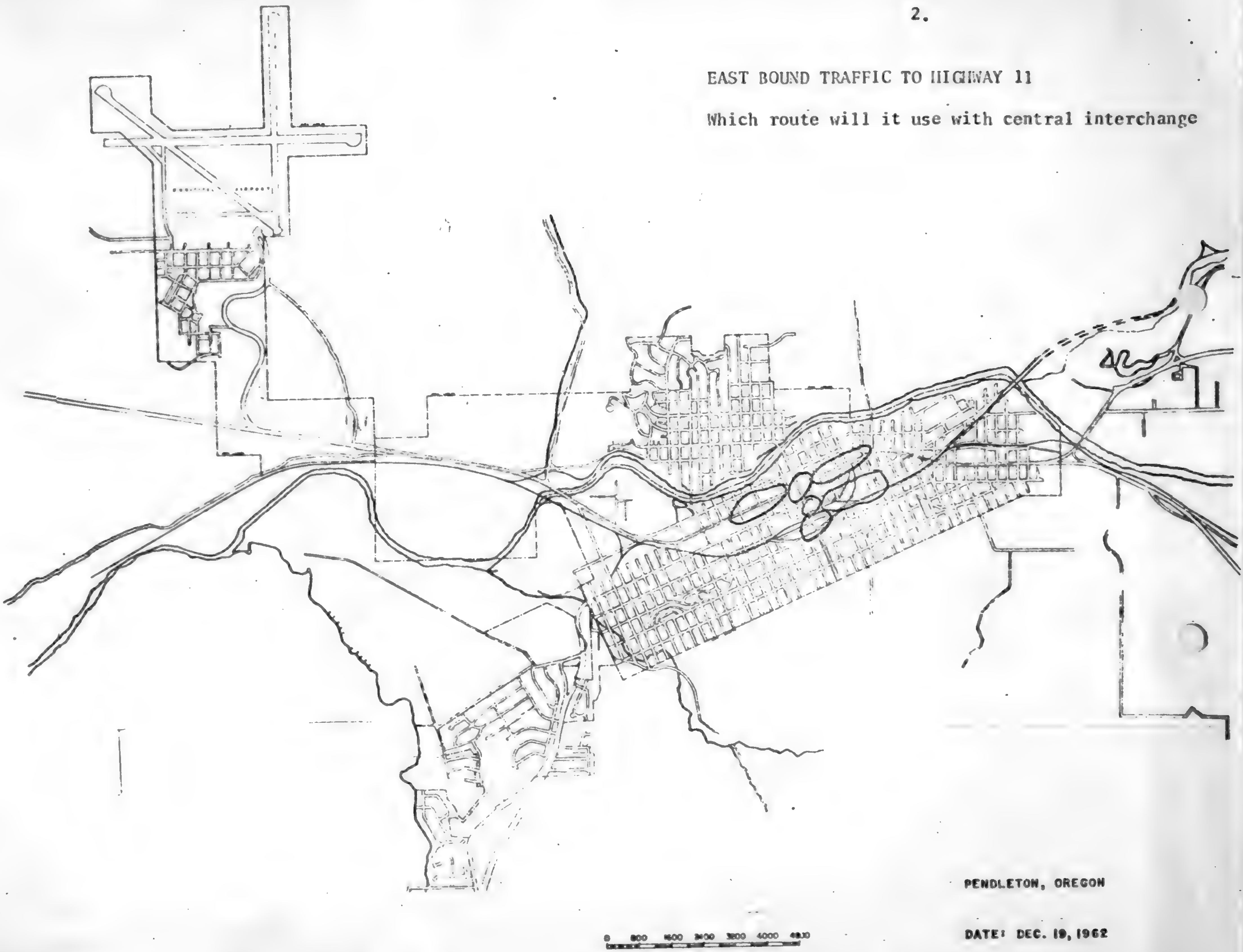
PENDLETON, OREGON

DATE: DEC. 19, 1962

2.

EAST BOUND TRAFFIC TO HIGHWAY 11

Which route will it use with central interchange



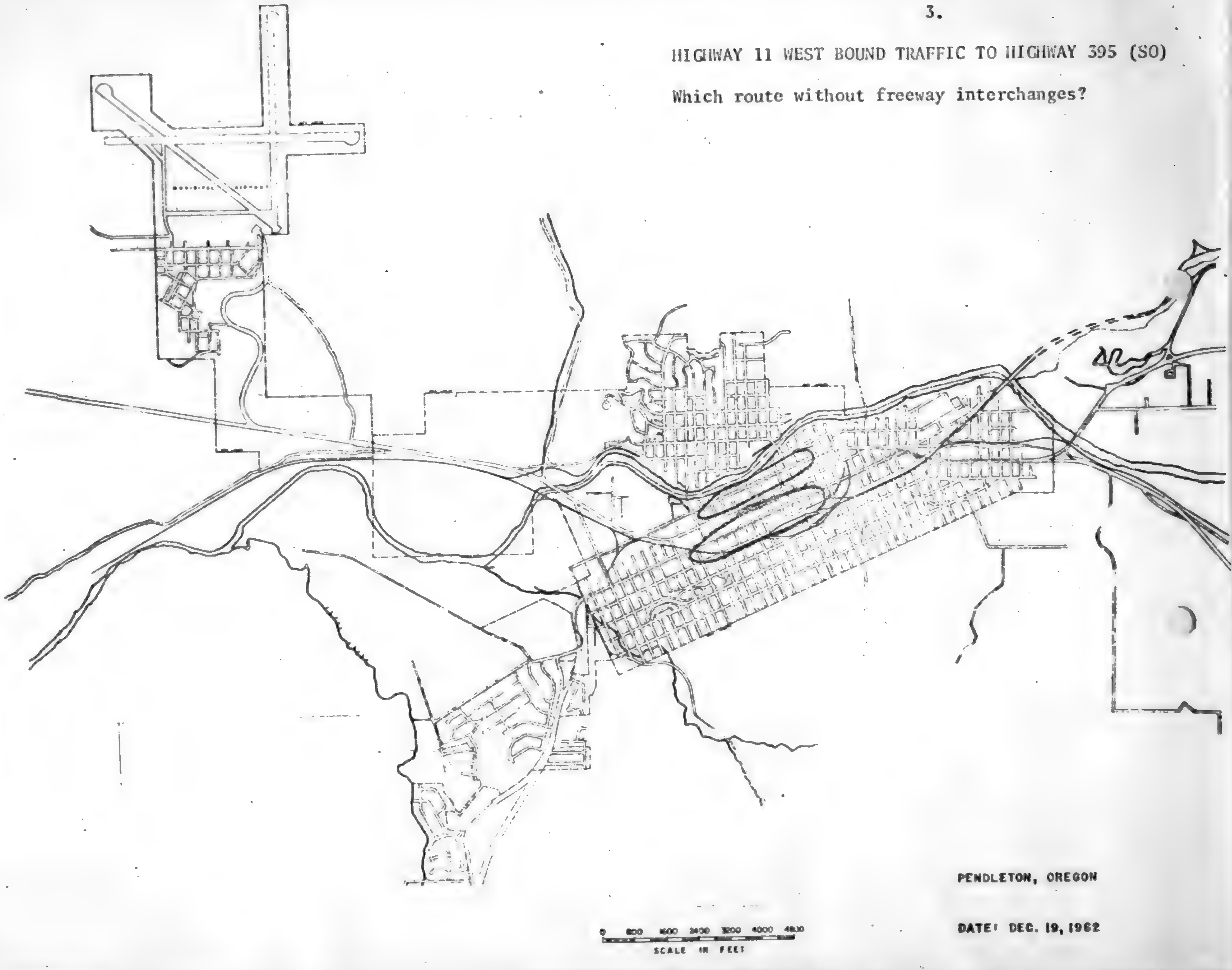
PENDLETON, OREGON

DATE: DEC. 19, 1962

3.

HIGHWAY 11 WEST BOUND TRAFFIC TO HIGHWAY 395 (SO)

Which route without freeway interchanges?



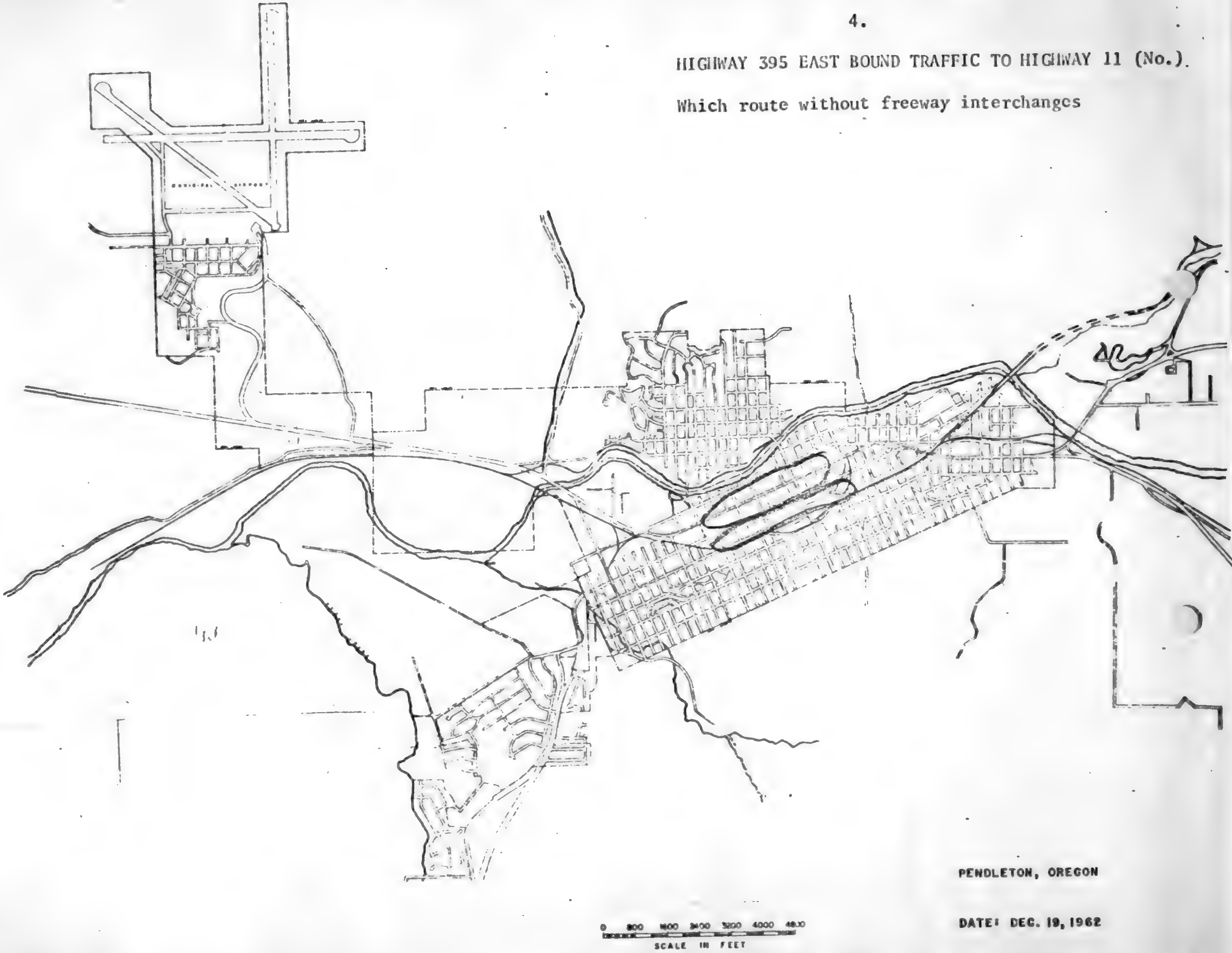
PENDLETON, OREGON

DATE: DEC. 19, 1962

4.

HIGHWAY 395 EAST BOUND TRAFFIC TO HIGHWAY 11 (No.).

Which route without freeway interchanges



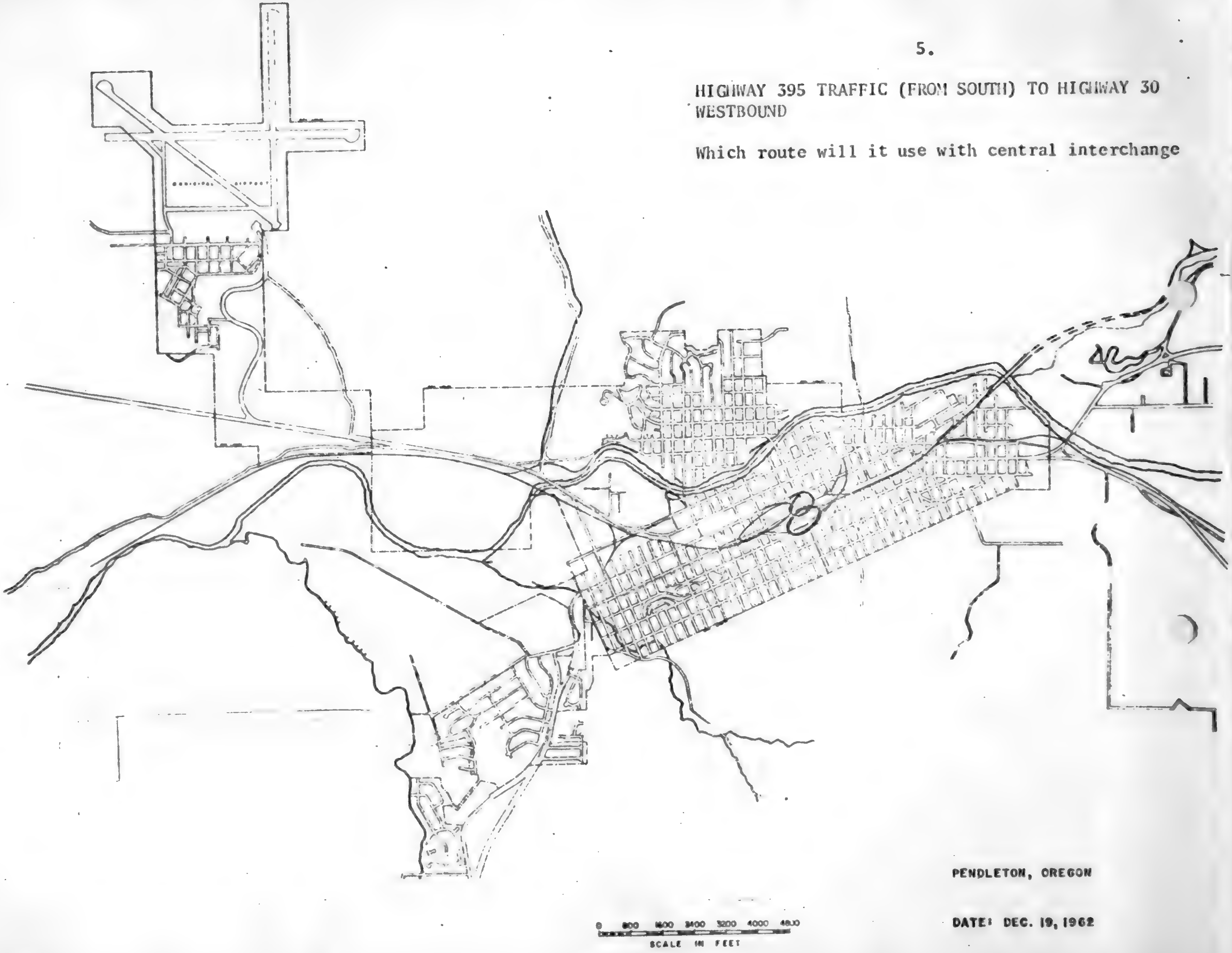
PENDLETON, OREGON

DATE: DEC. 19, 1962

5.

HIGHWAY 395 TRAFFIC (FROM SOUTH) TO HIGHWAY 30 WESTBOUND

Which route will it use with central interchange



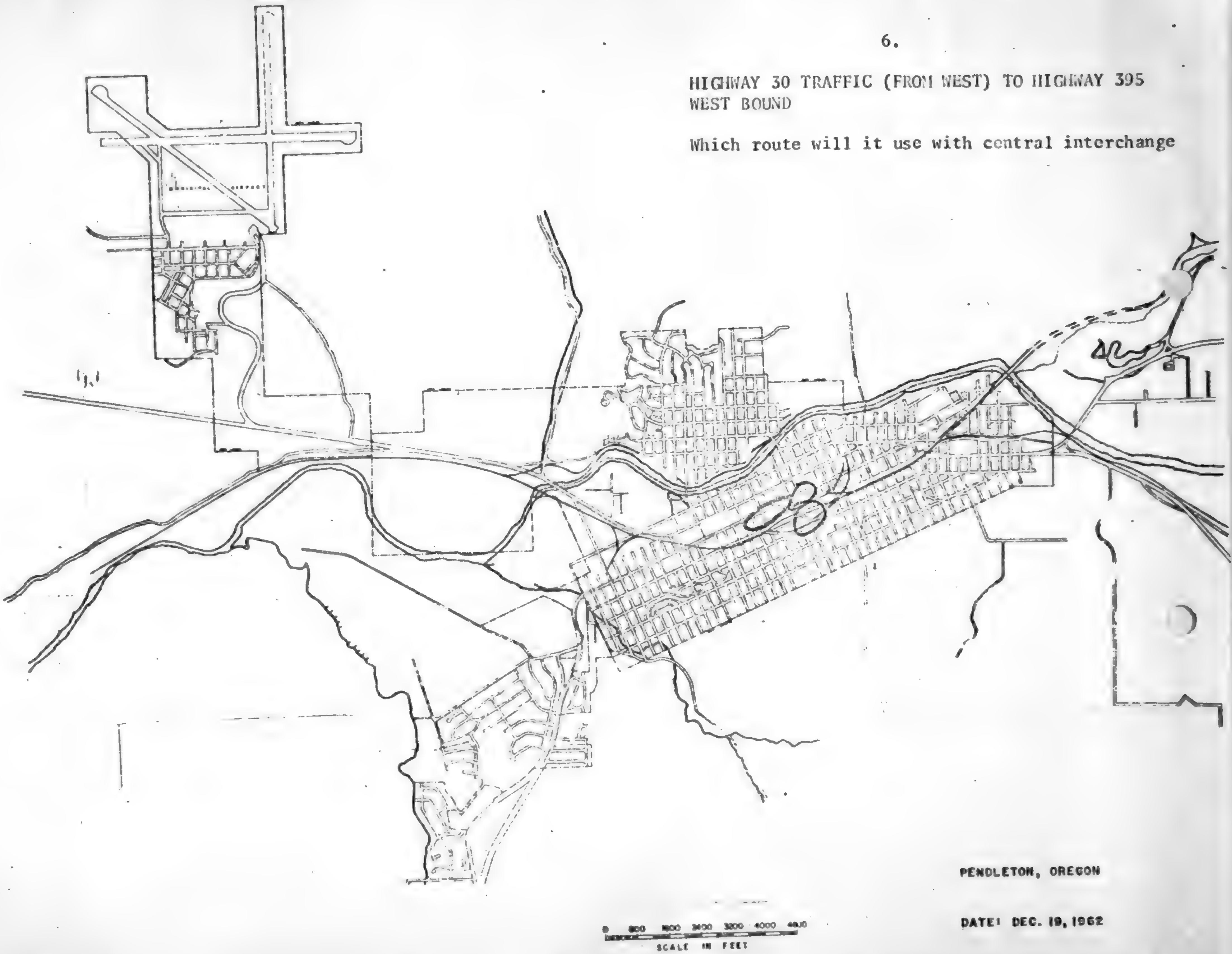
PENDLETON, OREGON

DATE: DEC. 19, 1962

6.

HIGHWAY 30 TRAFFIC (FROM WEST) TO HIGHWAY 395
WEST BOUND

Which route will it use with central interchange



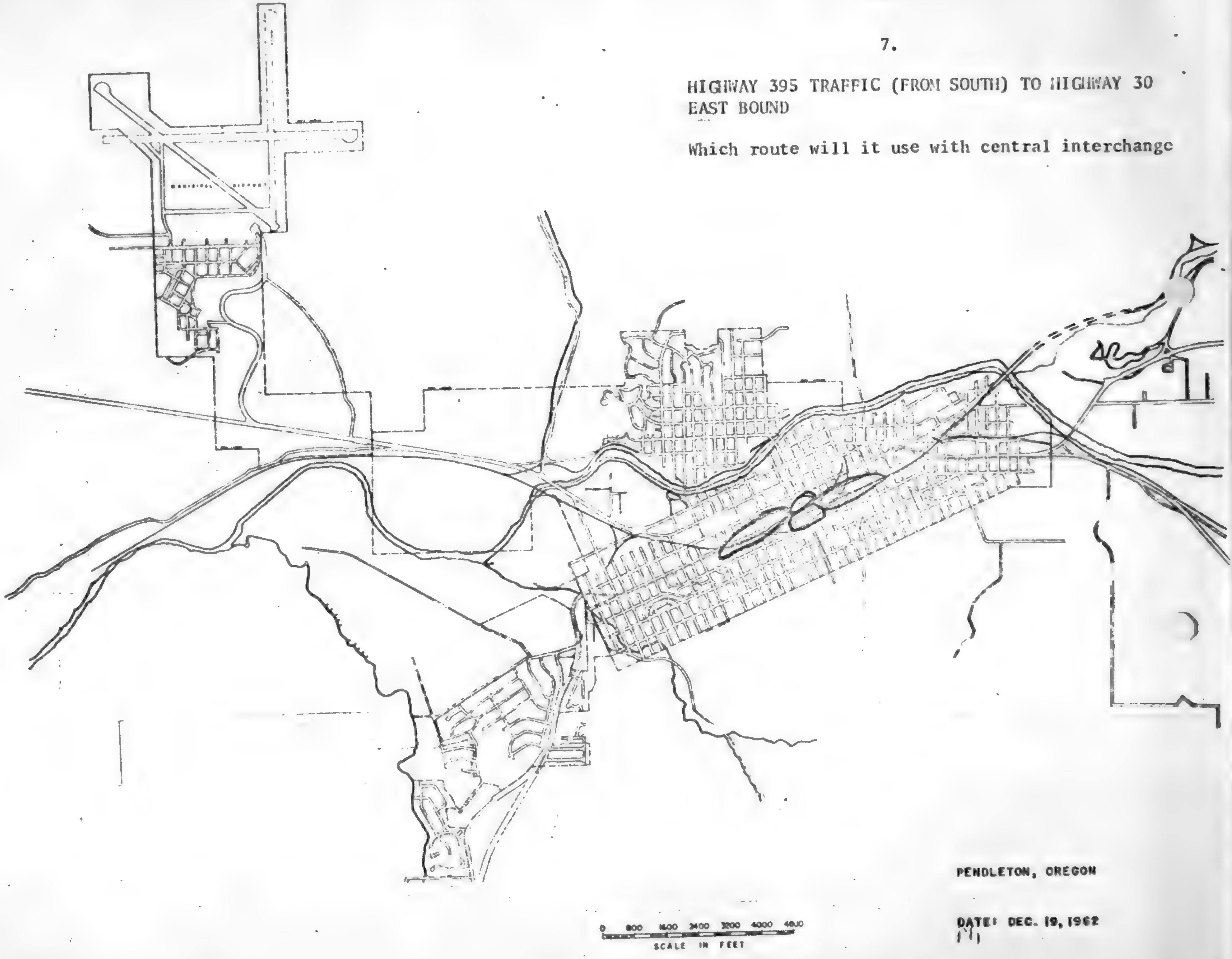
PENDLETON, OREGON

DATE: DEC. 19, 1962

7.

HIGHWAY 395 TRAFFIC (FROM SOUTH) TO HIGHWAY 30
EAST BOUND

Which route will it use with central interchange



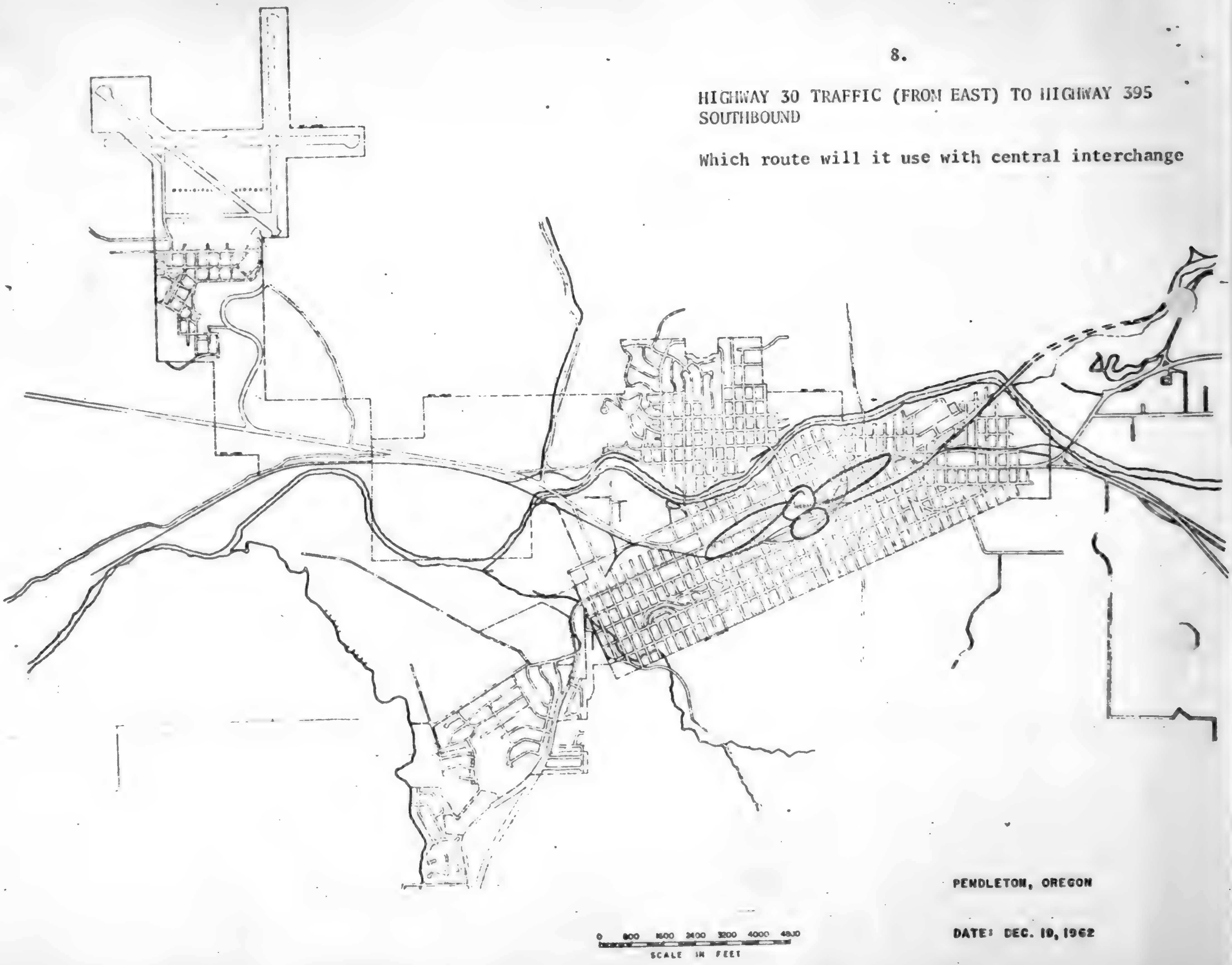
PENDLETON, OREGON

DATE: DEC. 19, 1962

8.

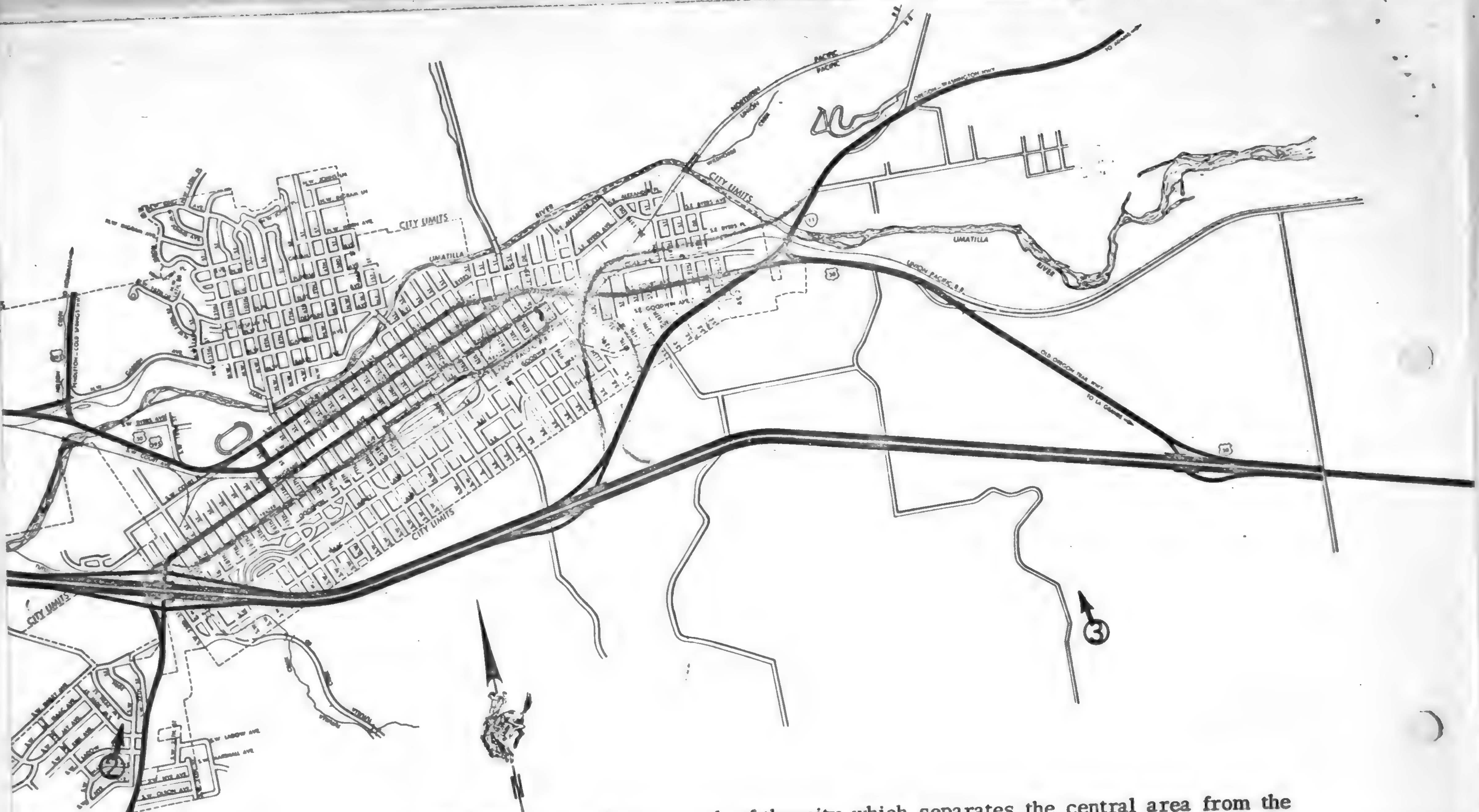
HIGHWAY 30 TRAFFIC (FROM EAST) TO HIGHWAY 395
SOUTHBOUND

Which route will it use with central interchange



PENDLETON, OREGON

DATE: DEC. 10, 1962



ely one-half mile west of
posed at Airport Road to
US 30. Thence proceed-
to the Old Oregon Trail
atilla River. The route
r, passing over a small

just north of the narrow neck of the city which separates the central area from the Sherwood-Monte-Macauly Creek areas. A full interchange with the Pendleton-John Day Highway is proposed. The interchange itself would take the majority of lands occupied by a wrecking yard and some of its neighboring commercial establishments. The line would pass adjacent to the northerly tip of land owned by the Pendleton City Cemetery, east of the John Day Highway.

The route then continues eastward passing southerly of the city proper, along

RECEIVED
NOV 1 1963
FOR FILING

I-80N-5[illegible]-1

7097

Salem, Oregon
September 13, 1963

Pendleton Bypass
Interstate 80N

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

Accompanying this letter are eight sketches of Pendleton streets and one sheet from our technical report on the Pendleton Bypass which were transmitted to this office by M. O. Gardner, City Manager, Pendleton. Mr. Gardner's letter of transmittal is also included.

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Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

RECEIVED
SEP 6 1963

FORM E-30 50M 8-62 43908
FOR FILING

I 80N [illegible]

7077

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1963

SUBJECT:

To: MEMO TO THE FILE

On Friday, August 23, Mr. R. L. Porter and Mr. L. P. Shaw and Mr. Wolfe met in Mr. Shaw's office with Mr. M. O. Gardner, City Manager of Pendleton re Pendleton bypass section of I 80-N.

Considerable discussion took place pertaining to the south route and the south alternate, specifically, in regards to interchanges to serve Pendleton. There was discussion as to how many interchanges the Bureau of Public Roads might approve, if more than one, et cetera.

Mr. Gardner brought up the subject of the extension of the Emigrant-Frazer Couplet to the vicinity of the proposed Interstate. Mr. Porter advised Mr. Gardner that we would not discuss the proposed extension of the Emigrant-Frazer Couplet except on a full-package deal; in other words, it would be part of the Interstate throughway agreement or a companion agreement. Mr. Porter indicated that this was not an attempt on our part to pressure the City into the adoption of one route over the other.

The writer did some good-natured heckling of Mr. Gardner until we finally got out of him what I wanted, at least; ie. a tentative date for a public hearing which would be satisfactory to the City of Pendleton. We all had the feeling that this could be drawn out interminably, this being the reason for my trying to bring it to a head.

Mr. Gardner indicated that if we could transmit to him the revised Pendleton Bypass Study by some time around the middle of September and if Mr. Shaw and I or just Mr. Shaw would meet with the Planning Commission on September 30, the City would be prepared for us to go to a public hearing by the first of the year. Mr. Porter advised Mr. Gardner that Mr. Shaw or Mr. Shaw and Mr. Wolfe would be willing to meet with the City Planning Commission and Council on the date tentatively set.

Victor D Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc R. L. Porter
L. P. Shaw

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

RECEIVED
AUG 26 1963
FOR FILING

I-80N-5(27)264

7097

August 21, 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

Mr. Porter has indicated that I should see you on Friday afternoon when I am in Salem concerning the matter of the Emigrant Avenue-Frazer Avenue couplet, and our proposal submitted to your department on July 23. I will endeavor to be in your office between 2 p.m. and 3 p.m., Friday, August 23, to visit with you on this subject. In the meantime I thought you would be interested in a copy of an editorial appearing in the East Oregonian on Monday, August 19, concerning this matter.

Yours very truly,

M. O. Gardner
City Manager

cc: Mr. R. L. Porter
Deputy State Highway Engineer
Salem, Oregon

MOG:dpm

enc.

Walker, Porter, Shaw, Gardner in Shaw's office Aug. 23.

NOTED
LLOYD P. SHAW

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1963
OREGON
STATE HIGHWAY COMMISSION

THE WORLD'S ROUND-UP CITY

East Oregonian - Monday, August 19, [illegible]

THE COUPLET SHOULD NOT WAIT

The investigations and discussions that are leading up to selection of the route of Highway 30 (Interstate Route 80N) around Pendleton are proceeding on schedule. Engineers of the state Highway Department are preparing alternate plans and costs. The Pendleton city administration, through the city manager, is consulting frequently with the engineers. Here, also, a citizens' committee under the chairmanmanship of Til Stone has been studying all facets of the by-passing of Pendleton and testing public opinion.

The function of this committee is very important. If there is strong preference within the city for a specific by-pass route the state Highway Commission will be influenced accordingly. If opinion within the city is sharply divided the commission is likely to give little weight to either side of the argument, hoping to avoid involvement in a community squabble.

Two routes are getting most consideration thus far. They leave Highway 30 to bypass the city at approximately the same locations to the east and west of the city. The basic difference in the by-pass routes is found in the locations of their access to the city's central business district.

The South route, located on top of the South hill, would bring traffic from the by-pass to the central business district via the Emigrant-Frazer Ave. couplet. The South Alternate route, located on the city side of the South hill, would bring traffic from the by-pass to the central business district diagonally across the South hill to Main Street. By either route Highway 395 traffic would be brought through Pendleton via the Emigrant-Frazer couplet.

While the decision on the location of the by-pass of Pendleton should not and will not be made hurriedly we see no reason to delay completion of the Emigrant-Frazer couplet. Emigrant presently carries more traffic than any other street in the city. Regardless of its place in relation to the by-pass route it must be relieved of some of the very heavy traffic burden it is carrying.

The city of Pendleton is committed to its share of completion of the Emigrant-Frazer couplet. The city's share is construction of the Southwest Area storm sewer at a cost of approximately $125,000. The city has expended $65,000 on the project; will spend $30,000 more this year and next, and the balance of the work will be done as rapidly as possible on a year-to-year schedule. The storm sewer will make it possible to properly drain the couplet.

The city administration is urging the state Highway Department to extend the Emigrant-Frazer couplet from SW 4th to SW 23rd immediately. This is something that must be done no matter where the by-pass route is located. Emigrant Avenue cannot properly handle the volume of traffic it is carrying now. The overload continues to grow. The city administration should have the support of all citizens in its efforts to induce the Highway Department to get on the couplet extension job immediately.

A

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JUL 29 1963

FOR FILING

I-80N-5(29)304

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1963

SUBJECT: R.U.C.A. for Additional Proposals - Pendleton By-Pass

To: F. D. Morgan
Construction Engineer
Office

In accordance with Mr. Adrian Olson's verbal request, we are submitting herewith a copy of the Annual Vehicle Operation Costs involved in the three additional plans for the Pendleton By-Pass.

Plan #12 has a full interchange at the extension of Main Street and does not have an interchange at US395 nor a connection to ORE11.

Plan #13 has a full interchange at US395 and does not have any other connection into town nor a connection to ORE11.

Plan #14 has a full interchange at US395 and a connection to ORE11 and does not have any other connection into town.

Annual Highway Costs have not been included in this analysis as the data for this computation was not available.

F. B. Crandall
Traffic Engineer

GLS:dk
Attachment
bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JUL 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

I80N
Pendleton By-Pass
July, 1963

ITEM	ROUTES			
	Plan #12	Plan #13	Plan #14	
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles......	$ 472,657	461,981	388,527	
b. Light trucks............	$ 2,835	2,768	2,328	
c. Heavy trucks............	$ 182,098	171,842	147,955	
d. Busses..................	$ 2,317	2,266	1,907	
e. Total...................	$ 659,907	638,857	540,717	
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 1,493,062	1,481,501	1,484,555	
b. Rise and Fall Costs.....	$ 20,006	17,045	23,085	
c. Alignment Costs.........	$ 16,435	17,607	17,607	
d. Traffic Stop Costs......	$ - -	- -	- -	
e. Accident Costs..........	$ - -	- -	- -	
f. Total...................	$ 1,529,503	1,516,153	1,525,247	
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).......	$ 2,189,410	2,155,010	2,065,964	
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs...........	$			
b. Maintenance Costs.......	$			
c. Operation Costs.........	$			
TOTAL ANNUAL HIGHWAY COSTS..	$			
III. ANNUAL ROAD USER COSTS (I + II).	$			

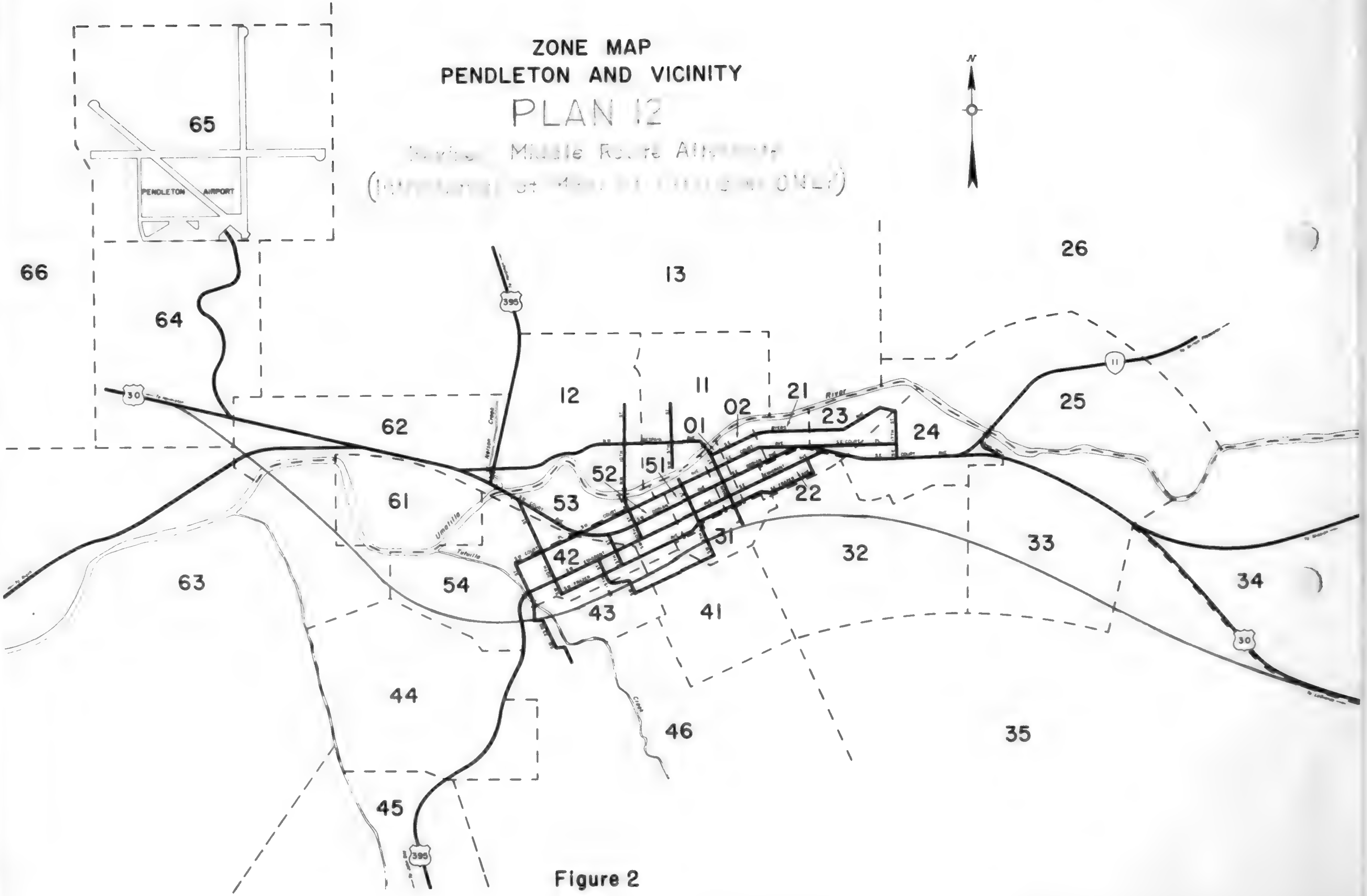
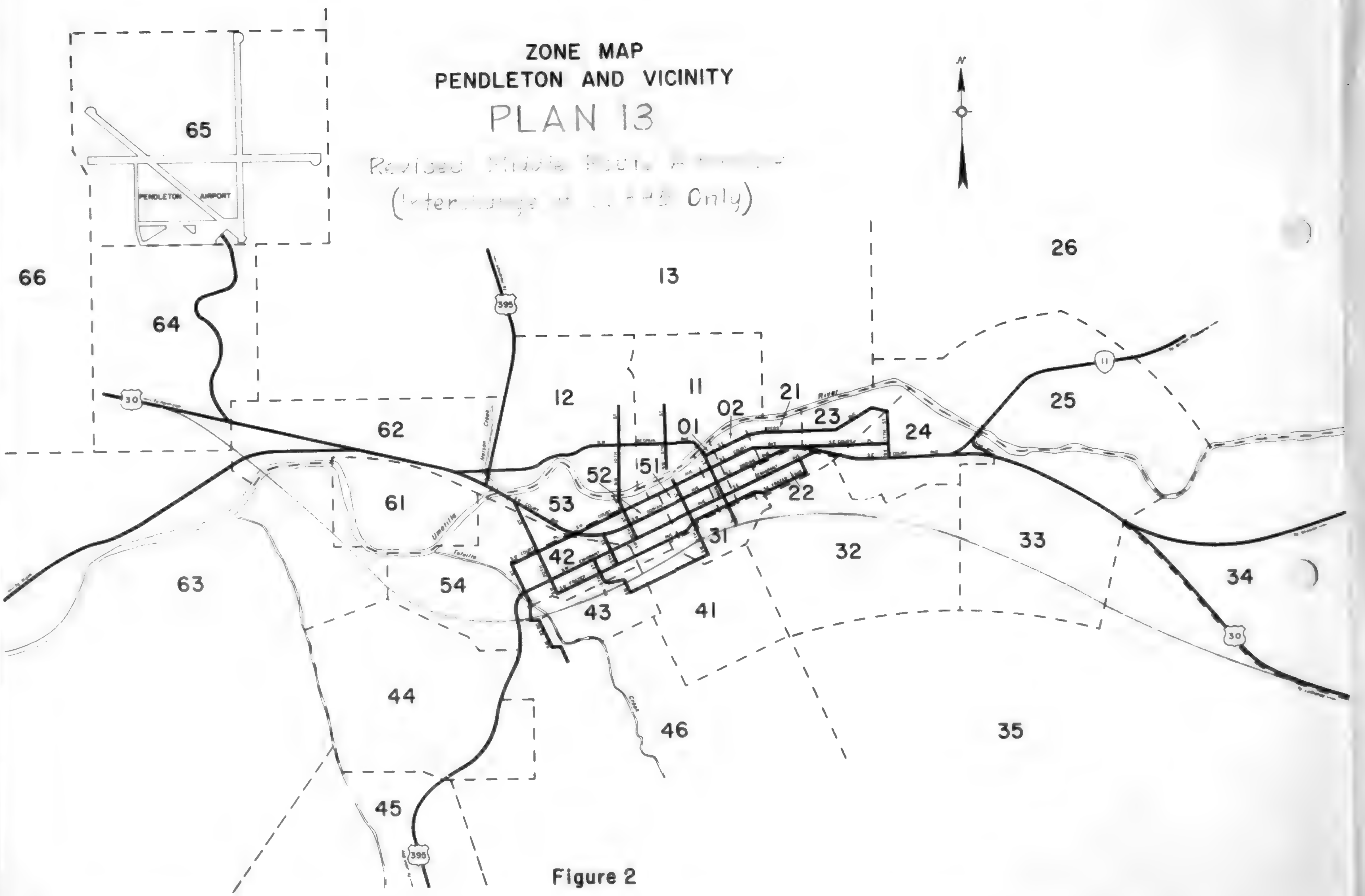

ZONE MAP
PENDLETON AND VICINITY
PLAN 12
[illegible] Middle Route Alignment
([illegible] ONLY)
N
65
PENDLETON AIRPORT
66
64
13
26
12
11
21
02
01
23
24
25
River
62
52
151
53
22
61
Umatilla
Tutuilla
42
31
32
33
34
63
54
43
41
44
46
Creek
35
45
30
395
11

Figure 2



ZONE MAP
PENDLETON AND VICINITY

PLAN 13

Revised Middle Route [illegible]
(Interchange at [illegible] Only)

Figure 2

ZONE MAP
PENDLETON AND VICINITY
PLAN 14
Revised Middle Route Alternate
(Interchange at US 395 & Connection to ORE 11)

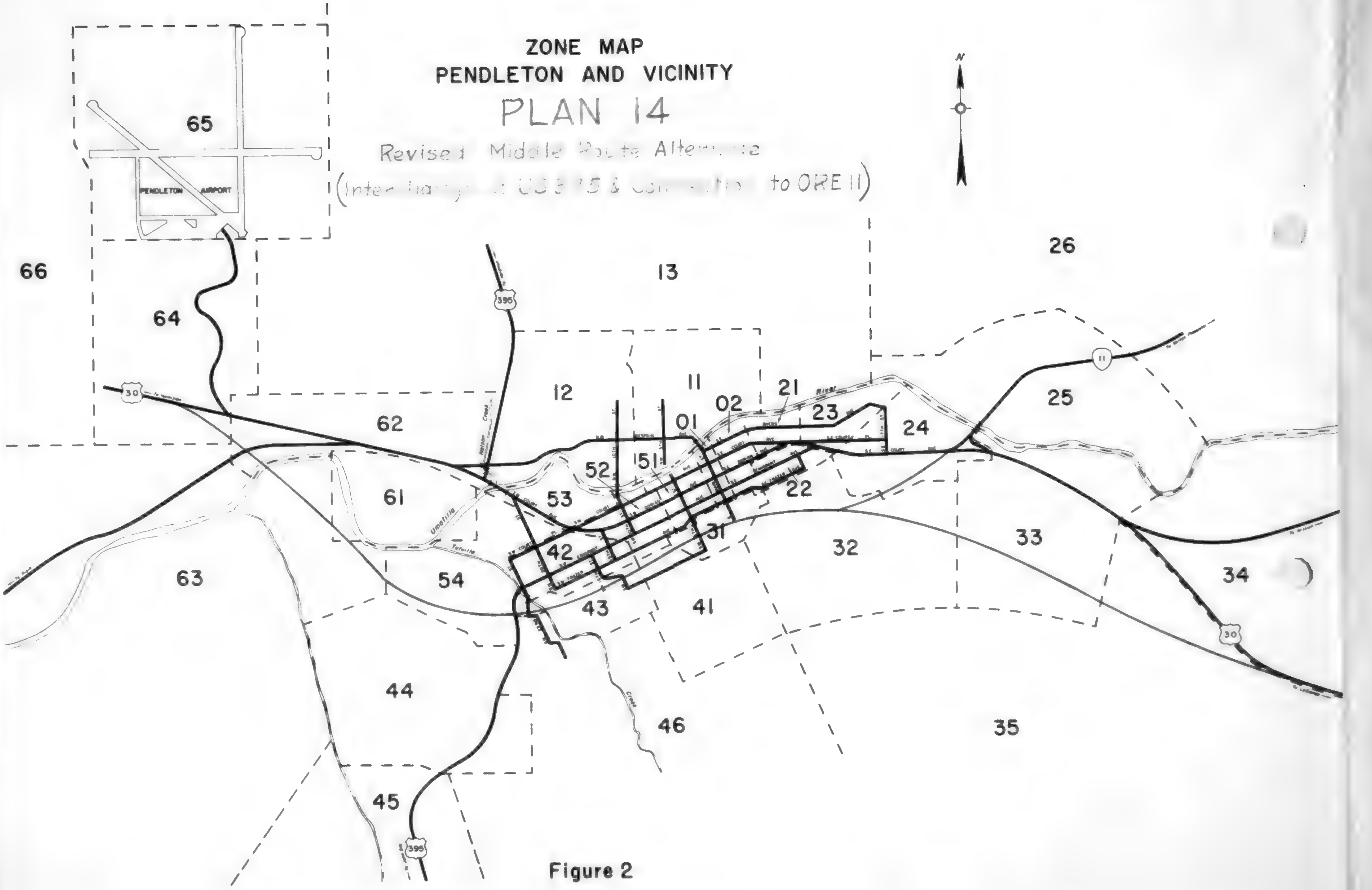


Figure 2

RECEIVED
JUN 28 1963

FOR FILING
I-80N-5(29)304
7097

June 27, 1963

Mr. H. O. Gardner
City Manager
City of Pendleton
Post Office Box 397
Pendleton, Oregon

Re: Pendleton Freeway Report
Interstate Route 80N
Old Oregon Trail Highway

Dear Mr. Gardner:

As it takes considerable time to complete our studies on the alternate line and interchanges suggested during our meeting in Pendleton on April 18, we offer the following report on the status of this work and, insofar as possible, answers to the questions posed in your April 26 letter. I believe most of these points were discussed with you during your visit to the Salem office a few weeks ago.

1. Access through freeways (over or under) can be either private or public. The roads, or streets, to be considered in interstate highway plans must exist, or be firmly committed to exist, by the time of interstate construction. Also, the need for their continuing through the freeway must be substantiated. If you are familiar with the various Congressional investigations and with Mr. Brinkley's TV show on the subject, you will appreciate the concern over expenditures which are not obviously necessary.

Private access through the freeway (such as equipment passes as well as other land service facilities; frontage roads, irrigation systems, and the like) which serve individuals rather than the public in general, usually can be evaluated in terms of reduced severance damage or a similar procedure. We are required to produce documentary evidence that these are justified on the basis of comparative cost of constructing the service facility, including right of way, as opposed to the damages which would accrue to the property and would reflect in the cost of the right-of-way acquisition if the equipment pass, frontage road, etc., were not built. The "least cost" determines whether the facility should be constructed or the damages paid.

On the South Route, three existing roads are crossed. Perhaps these roads would need to be left in service, but whether this should be done by structures at each road, or by fewer structures combined with frontage roads, must be determined for justification to the Bureau of Public Roads.

2. In order to provide a more centrally located interchange on the South Alternate Route, it would be necessary to design a facility which would give equal or better service to the road user without a disproportionate increase in costs over the Highway 395 Interchange. Two interchanges (Highway 395 and approximately Main Street) would be located too close together. Only one or the other could be built.

As discussed on your recent visit to the Salem office, we are having considerable trouble working up a practical design for an interchange in the Main Street area. Upon completion of such a design, a study will be made of the effect on the road user. Two problems with such an interchange are that the traffic leaving the freeway will immediately be faced with the railroad tracks and traffic to and from Highway 395 would be poorly served. Spacing to the Highway 11 Interchange would also leave its future in doubt. (Normal minimum spacing is approximately two miles.)

The problem involved in providing a central interchange on the South Route, such as proposed by Mr. Gron's submission, is at least twofold. One, as with any other interchange which is not built on an existing connecting road, a connecting facility must be financed from the interstate highway to the road, street, or highway which the interchange is to serve. With the proposed Highway 11 connection, about one million dollars of Primary Highway System funds would be required for connections. It is extremely doubtful that federal funds of any type could be applied to the construction of the connector down to the city center.

Secondly, we are advised by our Traffic people that due to steep grades and the added distance of travel, this interchange would have little use unless the streets and highways from the other interchanges were glutted with traffic.

3. As to the possibility of improvement of the Highway 11 Interchange to provide easier access into Pendleton, it is believed that this facility has been positioned so as to best serve its primary purpose—that of carrying traffic westbound from the existing Highway 11. The other two movements at the interchange would seem to serve no useful purpose. Channelization at the crossing of Highway 11 and present Highway 30 would be designed during the field location if this connecting road is to be built. As with the other items in "The Pendleton Report" only approximate locations have been indicated, with a final location survey necessary to pin down the controls and make a final design.

4. No comment can be made at this time on improvement of the access from the 395 Interchange into the city center.

5. The suggested alignment change on the South Alternate Route to the south of the school has been investigated and appears to have much in its favor as far as length and curvature is concerned. Estimates of the cost of construction and right of way are being made. It is believed that this suggested shift in the South Alternate Route will not materially change these items. Its cost will probably still be greatly in excess of that of the South Line. Unless some reason is found to the contrary, we believe that it would be desirable to adopt this revision as the "South Alternate" for the purposes of our study.

It appears that the streets which presently connect the South Hill to the rest of Pendleton are at S. W. 22nd, S. W. 15th, Hailey between S. W. Fifth and S. W. Seventh, Main, S. W. Third, and S. E. 10th. On the new South Alternate we believe it will be physically possible to reconnect S. W. 22nd, impossible to reconnect S. W. 15th, possible to connect Hailey to the portion northerly of the freeway (Isaac would be left intact), Main would end at the freeway since it does not exist southerly of the new line, and S. W. Third and S. E. 10th could be left intact. This does not take into account the effect which a new interchange opposite the city center might have.

As discussed previously it would be possible to shift portions of the South Route to the north, but little more viewing time would be realized.

We will continue our attempts to get a workable interchange design on the South Alternate opposite the city center and, when we have something, will contact you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

ADO:jp: ajw

FORM E-90 80M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 11, 1963

SUBJECT: Pendleton By-Pass
Old Oregon Trail Highway
Umatilla County

To:

Mr. Victor D. Wolfe
Administrative Assistant
Building

Enclosed is a rough draft of a reply to the City of Pendleton's letter of April 26th in regard to subject section. I am forwarding this to you as requested by Mr. Shaw prior to his departure.

As stated, we are working on the new South Alternate which appears to be better than the original but still extremely expensive, wiping out a lot of housing. As yet we have no price tag on it. We are trying to get a workable interchange opposite the center of town but the topography and grades are giving us trouble.

I would appreciate your reviewing this rough draft since you are familiar with the problem and doi[illegible] what you can to improve the letter. You will note that I made no attempt to answer their question in regard to construction of an extension of the Emigrant-Frazer couplet.

F.D. Morgan
Construction Engineer

By AD Olson
A.D. Olson
Urban Engineer

ADO:jp
Attach

PLEASE RETURN TO
LLOYD P. SHAW

THE CITY OF PENDLETON

P. O. Box 397
PENDLETON, OREGON

April 26, 1963

Mr. Forrest Cooper, Engineer
Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. Lloyd P. Shaw

Dear Mr. Cooper:

First, let me express the appreciation of our Highway 30 Relocation Committee for the interest shown and time and effort given by your engineers on their visit to Pendleton on April 18. It was agreed by all those participating that we had an excellent afternoon field trip, and a very informative evening meeting on the subject.

As discussed with Mr. Shaw, and the others, we are now anxious to obtain the following additional information for consideration in consolidating our local ideas and plans concerning the relocation:

1. What provisions will be made for access through the freeway, from Pendleton, on the South Route to permit development of lands to the south where utilities are already installed and planned?

✓ 2. What is necessary to provide a more centrally located interchange, nearer downtown Pendleton, which would provide entry into the city in the vicinity of S.E. 3rd or 4th Streets? This provision to be available either from the South Route or South Alternate Route. Our City Engineer, Mr. Groh, submitted a map of one possibility to Mr. Shaw.

3. Is it possible to improve the Highway 11 interchange to provide easier access into Pendleton?

4. If a more centrally located interchange is ruled impossible, by all concerned, and the nearest interchange to downtown is the 395 interchange, then what assurance does the City of Pendleton have that the Emigrant-Frazer couplet will be extended to the freeway and operable by the time the freeway is completed?

✓ 5. On the South Alternate Route would it be possible to realine it to the south of the school located between S.E. 2nd and S.E. 3rd Streets?

THE WORLD'S ROUND-UP CITY

6. On the South Alternate Route how many accesses would be available through the freeway to the south hill so as to keep the two parts of Pendleton connected?

7. What is the possibility to further shift certain portions of the South Route to the north for a greater view of Pendleton?

Naturally, your early answer to all of these questions will be appreciated. As soon as the information is received we will then want to meet again with your engineers to discuss the details further.

Thank you for your sincere interest in our program.

Very truly yours,

M. O. Gardner
City Manager

MOG:dpm

cc: Tillman Stone, Chairman
Highway 30 Relocation Committee

Ed Opocensky, Manager
Chamber of Commerce

RECEIVED
APR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 29 1963
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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Traffic
[illegible] - Relocation

THE CITY OF PENDLETON

P. O. Box 397
PENDLETON, OREGON

April 9, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Porter:

Thank you for your phone call yesterday in which you indicated that some of your engineers will be able to come to Pendleton on April 18, to discuss further the relocation of Highway 30 in this area.

This is to advise you that that date is very satisfactory. It is hoped that the men can arrive in Pendleton by noon, or shortly thereafter, so that a field trip could be planned in the afternoon. A meeting has been scheduled for the local committee to meet with the engineers at 7:30 p.m., in the city council room that evening.

We would appreciate knowing who will be coming and about what hour they plan to be available in the afternoon so our local people can be notified. Have them call my office when they arrive so that we can make last minute plans that might be necessary.

Thank you very kindly for your cooperation in working with the local committee in resolving this program.

Yours very truly,

M. O. Gardner
City Manager

NOTED
R. L. PORTER

MOG:dpm

THE WORLD'S ROUND-UP CITY

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APR 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1963
OREGON
STATE HIGHWAY COMMISSION

THE CITY OF PENDLETON

P. O. Box 397
PENDLETON, OREGON

April 4, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Porter - Note date - handle

Dear Mr. Cooper:

This will confirm our phone conversation earlier this week when we discussed having some of your department personnel come to Pendleton regarding the Highway 30 relocation.

You have Mr. Stone's letter of March 28, concerning the recent meeting of the Highway 30 Relocation citizens committee, and the discussion that took place at that meeting. In behalf of the City of Pendleton, we now feel that it is very important that you now furnish two or three of your staff that could come to Pendleton prepared to stay a day or two so that time could be spent at an evening meeting discussing the complete report, as well as having some field trips on the two south routes. It would be well for them to have the answers to the city's proposal last year for an interchange coming off the hill in the neighborhood of 5th or 6th Streets, and tying in with Highway 30 east of the viaduct, and another leg turning west toward the downtown business district.

As you might know, there is real interest here on this matter, especially since your report has been released. However, there are many questions that need to be answered concerning the pros and cons of the two south routes, and interchange possibilities near the center of the city.

If possible, I would like to know prior to April 10, when you might be able to have someone spend time in Pendleton. In that way, we will be able to arrange a meeting of our people and have it scheduled in advance.

Thank you for your sincere cooperation in helping us resolve this matter.

Yours very sincerely,

Mel Gardner

M. O. Gardner
City Manager

THE WORLD'S ROUND-UP CITY

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APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 5 1963
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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7097

April 2, 1963

Mr. Till Stone, Chairman
Highway Relocation Committee
Pendleton Chamber of Commerce
37 S. E. Dorion Avenue
Pendleton, Oregon

Dear Mr. Stone:

Reference is made to your March 28 letter which concerns the proposed relocation of Interstate Route 80-N past the city of Pendleton.

The Highway Commission in dealing with problems of location and design does so directly through local governing bodies; that is, the city government and/or the board of county commissioners. This is done so that all interested groups are assured of having official representation in discussions of any problems that may develop.

In line with this policy, it is suggested that you present your problems to the City of Pendleton and request that it contact the Highway Commission relative to conferences or meetings that will lead to a complete understanding on the part of all parties involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. M. O. Gardner
Mr. R. L. Porter
Mr. Victor D. Wolfe

RLP:ms bbc

PENDLETON
CHAMBER OF COMMERCE
37 S. E. DORION AVENUE • PENDLETON, OREGON • AREA 503 276-7411

Visit the Pendleton Round-Up and Happy Canyon Sept 11-14, 1963

March 28, 1963

Mr. Forrest Cooper
Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The initial meeting of the Highway 30 Relocation Committee which is a part of the People Planning Pendleton's Progress program, was held last night.

The feelings of the committee relative to a review of Technical Report 62-3 (Pendleton Freeway Report) follows. There were approximately 30 persons in attendance at the meeting representing a wide cross-section of community interest. Reaction of the committee follows:

(1) Because no provision is made for traffic from the freeway to conveniently enter or leave Pendleton's central business district, none of the 4 routes recommended in the Highway Commission's engineering report are considered acceptable.

(2) If an efficient means of access to and from the central business district and the freeway is provided, then the committee believes the South Alternate Route Plan would be acceptable.

(3) More than a year ago, the By-Pass Committee of the Chamber of Commerce met with the Highway Department Urban Engineer (Construction Division), Mr. Gerald Attig, and emphasized the importance of a full interchange to connect with the central business district and requested that a feasibility study for such an access be made. The City of Pendleton, in turn, filed with Mr. Attig a proposed alternate plan providing such access to the central business district. A copy of the Highway Department report, regarding these proposals, has not yet been received. We now request a copy of this report for further study.

The above three were the feelings of the committee in their initial meeting March 27, 1963. They would like, in addition, representatives of the Highway Department to visit Pendleton at their earliest convenience, at which time they would appreciate making a field trip of the actual location of these routes, in particular the two southern routes, and also reviewing Technical Report 62-3 in some detail.

Porter - See me
C

Please feel free to contact me should there be any further information. In the event that you are unable to reach me personally, you may discuss the above with Mr. Edward Opocensky, Manager, Pendleton Chamber of Commerce, 276-7411, who has been fully apprized of the action of this committee.

Sincerely,

Till Stone

Till Stone, Chairman
Highway 30 Relocation
Committee, People Planning
Pendleton's Progress Program

TS:sm
cc: Mel Gardner, City Manager

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 29 196
OREGON
STATE HIGHWAY COMMISSION

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MAR 19 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 63-49-Se

Phone 364-2171
Extension 1501

I-80N-5(27)264

7097

FOR IMMEDIATE RELEASE March 18, 1963

The Oregon State Highway Commission today made public an extensive report on the location of the proposed Pendleton section of Interstate 80N.

The study reveals four possible alternate routes for the Pendleton Section--a South and a North route and an alternate for each of these.

The report indicated that the South route would be the most economical and that it would also appear to have other advantages in that it would cause less disturbance to built-up properties. Incorporated in all of the routes were interchanges to serve the Pendleton area.

RECEIVED
FEB 28 1963

FOR FILING

I-80N-5(29)204

7097

February 28, 1963

Oregon State Highway Commission

Gentlemen:

Enclosed is a report on the freeway study that has been conducted at Pendleton. This will be a segment of Interstate 80-N as it will be constructed either adjacent to or through that city.

After you have had opportunity to examine the report, it is requested that we have your permission to release it to the press.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

RLP:mm
enc.

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. Floyd Query

RECEIVED
JAN 21 1963
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

January 15, 1963

I-80N-5(27)204

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

7697

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon PE Project I-80N-5(4)204
Pendleton Bypass

Our November 10, 1960 authorization on the subject project was limited to the development of preliminary plans. In order that our records may reflect the limitation imposed, your advice is requested as to the estimated cost of the work specifically authorized.

The balance of the $70,000 programed, which appears to cover the entire preliminary engineering phase, will be deobligated. Your submission for approval of the specific location and intermediate control points should include a request to proceed with preparation of construction plans (P.S. & E.), at which time this amount will again be posted as an obligation.

A brief summary, submitted at the time of the survey approval map, giving a resume of the coordination planned or completed between local agencies and the State on urban planning activities would be highly desirable. Although urban planning coordination has the greatest priority, consideration of other planning activities of public and private agencies for regional development, recreational development, water resources development, and other similar planning actions should be observed accordingly.

RECEIVED
JAN 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-21-63

NOTED
LLOYD P. SHAW

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[illegible] 1962
FORM E-30X--30M--6-61--36682
FOR FILING

I-80N-5(22)204

7097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1962

SUBJECT: Highway Project Analysis
Pendleton By-Pass
I-80N

To: F. D. Morgan
Construction Engineer
Office

On August 23, 1962, we submitted to you a copy of the Total Annual Cost Analysis for the ten proposed improvements of I-80N in or near Pendleton. Subsequent to this submission there have been some changes in right-of-way and construction costs. Please replace the original Highway Project Analysis data with the enclosed sheets. Please retain the original maps.

Right-of-way costs under Plan 3 and 4 were revised from $8,992,000 to $4,000,000 and the additional cost for constructing a full interchange at Airport Road under Plan 6 and 8 was revised from $150,000 to $32,000.

In our previous submission we stated that the selected route should be between Plans 1 and 2. These plans still have the least Annual Road User Costs.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

GLS:dk
Enclosures
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
I-80N

Summary Sheet

Sheet 1 of 4

HIGHWAY PROJECT ANALYSIS

Pendleton By-Pass
______ To ______

Description of Projects:

Plan 1 **South Route with half interchange at Airport Road.**

Plan 2 **South Route with full interchange at Airport Road.**

Plan 3 **Middle Route with half interchange at Airport Road.**

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

A And E

ITEM	ROUTES			
	Existing	Plan 1	Plan 2	Plan 3
Length (miles)		6.97	6.97	7.14
Length of New Construction (miles)		8.24 1/	8.24 1/	7.90 1/
Traffic Lanes (number)		4 2/	4 2/	4 2/
Total Rise and Fall (feet)		593	593	718
Maximum Grade (percent)		5	5	5
Length of Maximum Grade (feet)		2,800	2,800	1,600
Total Central Angle (degrees)		131	131	228
Maximum Degree Curve (degrees)		3	3	6
Number of Maximum Degree Curves		2	2	1

1/ Includes connection to Oregon-Washington Highway
2/ 2 lanes on connection to Oregon-Washington Highway

COMPARATIVE ROUTE COST DATA

Right-of-Way Costs	$	1,650,000	1,650,000	4,000,000
Other Construction Costs	$	4,923,700	5,149,700	5,133,300
Gross Construction Costs	$	6,573,700	6,799,700	9,133,300
Annual Road User Costs	$	2,687,384	2,694,580	2,890,363

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
I-80N
HIGHWAY PROJECT ANALYSIS

Pendleton By-Pass
To

Summary Sheet

Sheet 2 of 4

Description of Projects:

Plan ~~1~~4 Middle Route with full interchange at Airport Road.

Plan ~~2~~5 North Route with half interchange at Airport Road.

Plan ~~3~~6 North Route with full interchange at Airport Road.

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

A And E

ITEM	ROUTES Existing	Plan ~~1~~ 4	Plan ~~2~~ 5	Plan ~~3~~ 6
Length (miles)........................		7.14	7.42	7.42
Length of New Construction (miles)...		7.90 1/	7.42	7.42
Traffic Lanes (number)...............		4 2/	4	4
Total Rise and Fall (feet)...........		718	1,028	1,028
Maximum Grade (percent)..............		5	6	6
Length of Maximum Grade (feet).......		1,600	1,600	1,600
Total Central Angle (degrees)........		228	265	265
Maximum Degree Curve (degrees).......		6	4	4
Number of Maximum Degree Curves......		1	2	2

1/ Includes connection to Oregon-Washington Highway.
2/ 2 lanes on connection to Oregon-Washington Highway.

COMPARATIVE ROUTE COST DATA

	Existing	Plan 4	Plan 5	Plan 6
Right-of-Way Costs..................	$	4,000,000	490,000	490,000
Other Construction Costs............	$	5,359,300	7,602,500	7,634,500
Gross Construction Costs............	$	9,359,300	8,092,500	8,124,500
Annual Road User Costs..............	$	2,896,804	2,893,261	2,885,775

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Summary Sheet
Sheet 3 of 4

I-80N
HIGHWAY PROJECT ANALYSIS
Pendleton By-Pass
__________ To __________

Description of Projects:

Plan X 7 River Route with half interchange at Airport Road.

Plan X 8 River Route with full interchange at Airport Road.

Plan X 9 South Route with half interchange at Airport Road and connection into city center instead of connection to Oregon-Washington Highway.

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

A And E

ITEM	ROUTES			
	Existing	Plan X 7	Plan X 8	Plan X 9
Length (miles)		7.25	7.25	6.97
Length of New Construction (miles)		7.25	7.25	7.84 1/
Traffic Lanes (number)		4	4	4 2/
Total Rise and Fall (feet)		617	617	593
Maximum Grade (percent)		5	5	5
Length of Maximum Grade (feet)		2,800	2,800	2,800
Total Central Angle (degrees)		205	205	131
Maximum Degree Curve (degrees)		4	4	3
Number of Maximum Degree Curves		1	1	2

1/ Includes connection to city center.
2/ 2 lanes on connection into city center.

COMPARATIVE ROUTE COST DATA

	Existing	Plan X 7	Plan X 8	Plan X 9
Right-of-Way Costs	$	3,100,000	3,100,000	1,900,000
Other Construction Costs	$	7,282,500	7,314,500	5,350,700
Gross Construction Costs	$	10,382,500	10,414,500	7,250,700
Annual Road User Costs	$	3,012,493	2,998,196	2,818,450

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Summary Sheet

Sheet 4 of 4

I-80N
HIGHWAY PROJECT ANALYSIS

Pendleton By-Pass
To

Description of Projects:

Plan 10 **South Route with full interchange at Airport Road and connection into city center instead of connection to Oregon-Washington Highway.**

Plan 2

Plan 3

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

A And E

ITEM	ROUTES			
	Existing	Plan 10	Plan 2	Plan 3
Length (miles)........................		6.97		
Length of New Construction (miles)...		7.84 1/		
Traffic Lanes (number)..............		4 2/		
Total Rise and Fall (feet)...........		593		
Maximum Grade (percent)..............		5		
Length of Maximum Grade (feet).......		2,800		
Total Central Angle (degrees)........		131		
Maximum Degree Curve (degrees).......		3		
Number of Maximum Degree Curves......		2		

1/ Includes connection to city center
2/ 2 lanes on connection into city center

COMPARATIVE ROUTE COST DATA

	Existing	Plan 10	Plan 2	Plan 3
Right-of-Way Costs....................	$	1,900,000		
Other Construction Costs.............	$	5,576,700		
Gross Construction Costs.............	$	7,476,700		
Annual Road User Costs...............	$	2,867,293		

Road User Costs

Sheet 1 of 3

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
I-80N
Pendleton By-Pass

ITEM		ROUTES			
		Plan #1	Plan #2	Plan #3	Plan #4
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles......	$	415,949	398,771	421,567	403,832
b. Light trucks............	$	2,494	2,390	2,528	2,421
c. Heavy trucks............	$	169,330	165,252	167,785	162,896
d. Busses..................	$	2,038	1,957	2,066	1,980
e. Total...................	$	589,811	568,370	593,946	571,129
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs...	$	1,524,163	1,535,681	1,531,223	1,542,788
b. Rise and Fall Costs.....	$	22,398	23,674	23,756	25,273
c. Alignment Costs.........	$	20,817	20,253	25,709	25,478
d. Traffic Stop Costs......	$	-	-	-	-
e. Accident Costs..........	$	-	-	--	-
f. Total...................	$	1,567,378	1,579,608	1,580,688	1,593,539
TOTAL ANNUAL VEHICLE OPERATION COSTS (A_e + B_f).......	$	2,157,189	2,147,978	2,174,634	2,164,668
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs...........	$	477,251	493,658	663,078	679,485
b. Maintenance Costs.......	$	33,890	33,890	33,702	33,702
c. Operation Costs.........	$	19,054	19,054	18,949	18,949
TOTAL ANNUAL HIGHWAY COSTS..	$	530,195	546,602	715,729	732,136
III. ANNUAL ROAD USER COSTS (I + II).	$	2,687,384	2,694,580	2,890,363	2,896,804

Road User Costs

Sheet 2 of 3

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

I-80N
Pendleton By-Pass

ITEM	ROUTES			
	Plan #5	Plan #6	Plan #7	Plan #8
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles......	$ 500,423	486,054	495,823	480,779
b. Light trucks............	$ 3,001	2,914	2,973	2,882
c. Heavy trucks............	$ 191,675	189,507	176,894	172,554
d. Busses..................	$ 2,453	2,383	2,431	2,357
e. Total...................	$ 697,552	680,858	678,121	658,572
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$1,509,115	1,514,538	1,490,386	1,493,059
b. Rise and Fall Costs.....	$ 24,960	26,294	17,366	17,583
c. Alignment Costs.........	$ 25,803	25,931	25,197	25,236
d. Traffic Stop Costs......	$ -	-	-	-
e. Accident Costs..........	$ -	-	-	-
f. Total...................	$1,559,878	1,566,763	1,532,949	1,535,878
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).......	$2,257,430	2,247,621	2,211,070	2,194,450
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs...........	$ 587,516	589,839	753,770	756,093
b. Maintenance Costs.......	$ 30,927	30,927	30,503	30,503
c. Operation Costs.........	$ 17,388	17,388	17,150	17,150
TOTAL ANNUAL HIGHWAY COSTS..	$ 635,831	638,154	801,423	803,746
III. ANNUAL ROAD USER COSTS (I + II).	$2,893,261	2,885,775	3,012,493	2,998,196

Road User Costs
Sheet 3 of 3

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
I-80N
Pendleton By-Pass

ITEM		ROUTES			
		Plan #9	Plan #10		
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles......	$	470,301	452,255		
b. Light trucks............	$	2,767	2,709		
c. Heavy trucks............	$	180,254	177,558		
d. Busses..................	$	2,363	2,218		
e. Total...................	$	655,685	634,740		
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs...	$	1,542,160	1,594,243		
b. Rise and Fall Costs.....	$	19,294	21,015		
c. Alignment Costs.........	$	22,744	22,321		
d. Traffic Stop Costs......	$	-	-		
e. Accident Costs..........	$	-	-		
f. Total..................	$	1,584,198	1,637,579		
TOTAL ANNUAL VEHICLE OPERATION COSTS (A_e + B_f).......	$	2,239,883	2,272,319		
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs...........	$	526,401	542,808		
b. Maintenance Costs.......	$	33,392	33,392		
c. Operation Costs.........	$	18,774	18,774		
TOTAL ANNUAL HIGHWAY COSTS..	$	578,567	594,974		
III. ANNUAL ROAD USER COSTS (I + II).	$	2,818,450	2,867,293		

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MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1962

Mr. Edward Opocensky
Manager
Pendleton Chamber of Commerce
37 S.E. Dorion
Pendleton, Oregon

Subj: Pendleton By-Pass

Dear Sir:

In reply to your letter of March 21st, I am sending herewith a copy of a map which outlines the four proposals for the Pendleton By-Pass. On the far north line we are studying traffic interchanges at the following locations:

Half an interchange providing service to and from the west where the proposed route departs from the existing highway routing immediately to the west of the road to the airport.

Half an interchange providing service to and from the west where the proposed line crosses the Oregon-Washington Highway.

Half an interchange providing service to and from the east at the point where the proposed north route and the existing highway become common to the east of Pendleton.

Interchanges on the proposed North Bank River Route are being studied at the following locations:

Half an interchange that provides service to and from the west at the point where this route departs from the existing highway immediately to the west of the airport junction.

Half an interchange providing service to and from the west at the point where this route crosses the Oregon-Washington Highway.

Half an interchange that provides service to and from the east at the point where the North Bank River Route becomes common with the existing highway immediately to the east of Pendleton.

The next route, shown in green, is a so-called bluff route. The interchange locations on this route are as follows:

> Half an interchange providing service to and from the west at the Point where the proposed relocation deviates from the existing highway facilities near the airport junction.
>
> A full interchange facility providing service in all directions where this proposed line crosses over U.S. 395.
>
> Half an interchange facility at approximately Station 1460 which provides service to and from the west northerly to a connection with the Oregon-Washington Highway.
>
> Half an interchange facility that provides service to and from the east at the point where the proposed highway facility connects to existing highway to the east of Pendleton near the drive-in theater.

On the most southerly route, which is shown in yellow, we are studying interchanges at the following locations:

> Half an interchange that provides movements to and from the west where the proposed relocation deviates from the existing highway immediately to the west of the airport junction.
>
> A full interchange providing movements in all directions at the point where this line crosses U.S. 395.
>
> Half an interchange that provides service to and from the west at approximately Station 1440 to 1450. This half of an interchange provides a connection northerly to the Oregon-Washington Highway.
>
> A half interchange facility that provides service to and from the east at the point where the proposed routing connects to the existing highway to the east of Pendleton in the vicinity of the drive-in theater.

I wish to add that the request made to Mr. G.K. Attig concerning a full interchange at the airport junction has been taken under advisement and the situation is being studied in order to determine if sufficient justification is present to warrant the expanded Interstate facility at this location.

I also wish to point out that the interchange facilities outlined above at the various locations on all of the lines are preliminary and are under study at this time. They are subject to a great deal of study and change and have not been approved by either the Highway Department or the U.S. Bureau of Public Roads. I sincerely hope that neither you nor members of the Chamber of Commerce interpret this statement describing the proposed interchanges and their locations as a commitment from the Highway Department. I realize that the highway relocation committee of the Chamber of Commerce is studying the economic effects of the proposed by-pass at Pendleton and I am supplying you with the information you requested in order that your studies may proceed with this much needed information on hand.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

Enclo.
GKA:jp

cc: G.S. Paxson
R.L. Porter
Dick Rowe, Planning Commission, Pendleton, Oregon - Enclo.
D.R. Cook, County Judge, Courthouse, Pendleton, Oregon - Enclo.
M.O. Gardner, City Manager, Pendleton, Oregon
A.F. Parson

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Transit
Traffic
Routing
Pendleton

1734

January 24, 1961

Mr. J. W. Forrester, Jr.
Editor and Publisher
East Oregonian
Pendleton, Oregon

Dear Mr. Forrester:

In reply to your letter of January 14, I am sending you a mosaic of the Pendleton area showing, by means of a red line, the location of the ~~bypass of Pendleton~~ as covered in our 1955 traffic study.

Our design studies on the bypass of Pendleton have not progressed to the point where we would be in a position to make any recommendations at this time. We do, however, propose to study various alternates through this area. We realize that access points to and from Pendleton will be of prime importance to the citizens of Pendleton as well as to the traveling public. The line as shown on the mosaic poses a particularly hard problem of making an adequate interchange with the Pendleton-John Day Highway and a westerly access to the city.

I would estimate that it would be at least one year before we would be firm enough in our studies to present any proposal through this area.

When our studies have progressed to a point where it is possible to do so, it will be our intention to set up a conference with the proper officials in an effort to bring all parties to a common line of thinking prior to the time of a public hearing, which is necessary in case of bypassing a city.

The project has not been scheduled for construction but we realize the present highway through the city presents many problems and it will certainly be our intentions to get the construction under way as soon as possible after our studies are completed.

I am very sorry that we cannot give you more definite information at this time for the use of your citizens' group.

Very truly yours,

W. C. Williams
State Highway Engineer

enc.
cc Forrest Cooper
Tom Edwards
DJB:jk ms

PUBLISHERS SINCE 1875
PENDLETON, OREGON

PLEASE HAND TO
FORREST COOPER

January 14, 1961

REFERRED TO
Cooper
by State Highway Engineer

EdW - Draft - Map -
5 days please

Mr. W. C. Williams
Chief Engineer
Oregon State Highway Department
Salem, Ore.

Dear Mr. Williams:

A group of some 70 citizens has been making a study of a proposal that the tax base of the City of Pendleton be increased. Five subcommittees have been studying various segments of city services. I am chairman of the 70-member group.

One of the subcommittees is studying streets, traffic, and off-street parking. It is important that that committee make some determination as to how the by-pass of Pendleton (Highway 30) will affect ingress and egress to the city.

In this connection I am wondering whether a final determination has been made on the by-pass route. Will it go south of the city or will it go following the route of the Umatilla River through the city?

There is a division of opinion within the city as to the most desireably by-pass route.

I will appreciate hearing from you.

EASTERN OREGON'S GREATEST NEWSPAPERS
East Oregonian
SERVING FOUR COUNTIES
J. W. FORRESTER, JR.
Editor
PUBLISHERS SINCE 1875
PENDLETON, OREGON

2-W.C. Williams

If you can at the same time indicate when you think the by-pass is likely to be built that would be most helpful in our planning.

Kindest personal regards.

Sincerely,

J.W. Forrester Jr.
editor and publisher

JWF/eaf

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JAN 16 1961
OREGON
STATE HIGHWAY COMMISSION

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NOTE
W. C. WILLIA

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MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1960

Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon

Attention: Mr. Cornell

Gentlemen:

You recently requested of Mr. Edwards the copy of our reconnaissance survey for bypassing the city of Pendleton.

A reconnaissance survey is not completed as of this date. I am sending you, under separate cover, a copy of our Technical Report No. 56-4, "Traffic Survey City of Pendleton".

I trust that this will be of some benefit to you. If it does not give you the information desired, please let us know and we will send you a copy of our reconnaissance report when it is completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By D. J. Barlow

Tom Edwards
Construction Engineer

DJB:jk

cc: W. C. Williams

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ENGINEER

LSS-628(1) Tigard-S. Tigard Interch. 1967
Sec., Beaverton-Tigard Hwy.
#7098 (Roadside Improve.)

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L55-628(1)
7098

November 29, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 10, 1968, on Contract No. 7098. The contract was with Jansen's Landscaping Company and was for roadside improvement on the Tigard-South Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
D. J. Barbee
L. W. Rulien

srb fn

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LSS-628(1)
7098

November 29, 1968

General Insurance Company
of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7098 awarded to Jansen's Landscaping Company for roadside improvement on the Tigard-South Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County was completed on June 10, 1968, and accepted by the Highway Commission on November 29, 1968.

Final payment in the amount of $11,603.85 will be released to the contractor after December 6, 1968. The total contract amount is $96,495.51 including $139.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Jansen's Landscaping Co.
Route 1
Everson, Washington 98247

L. W. Rulien
Frank Morgan
G. H. Maison
Attn: John Herr

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NOV 29 1968
FOR FILING

LSS-628(1)

7098 G. R. Brooks

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 21, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon
for

SUBJECT: Oregon Project LSS-628(1)
Tigard-South Tigard Interchange Section
Beaverton-Tigard Highway
Request for Time Extension

Reference is made to Mr. Klaboe's letter of November 13, 1968 requesting our concurrence in extension of the completion date on subject project to June 10, 1968.

Based on the information presented we hereby concur in your request.

11-25-68

REFERRED TO
Mason - Morgan - Young
By Asst. State Hwy. Engr

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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for TimeExtension, Tigard-South Tigard
Interchange Section, Beaverton-Tigard Highway
Project No. LSS-628(1)

We have received from Jansen's Landscape Company, contractor on this project, a request for an extension of the specified completion date from May 31 to June 10, 1968. The contractor's request is based on inclement weather and a delay in receiving mulching materials.

The contractor's excuse of inclement weather would not by itself be justification for an extension of time, but the interval he refers to was covered by a stop work order. A delay in receiving nonstrategic materials is not a justifiable reason.

All of the work on the contract, with the exception of 3/4"-0 surfacing material and asphaltic concrete, was completed by May 31, 1968, the specified completion date. The contractor had delayed this work until all other work had been done to avoid damaging the asphaltic concrete by tilling or mulching. This A. C. item was for paved strips behind existing concrete curbs adjacent to planting areas. He started to place the 3/4"-0 material on May 16 and 17. Heavy rains commencing on May 19 prevented the contractor from performing any further surfacing work. Consequently, a stop work order was issued on May 20, 1968. A resume work order was issued on June 5 and the contract was completed on June 10. When the stop work order was issued, there were 12 days remaining of the original specified time. The contractor used 6 days from the date the resume work order was issued to complete all of the remaining work.

It is our recommendation that the completion date for this project be extended to June 10, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

E. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
V. L. Gallagher
L. W. Rulien

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1968

SUBJECT: Extension of Time
Tigard-South Tigard Interchange Section
Beaverton-Tigard Highway
Contract No. 7098

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We submitted to you a request for an extension of time on the subject contract on July 19, 1968. The Highway Commission approved the extension of time at their meeting of August 20, 1968. The extension was granted on the basis of a stop work period. We indicated that the project did not require Bureau of Public Roads' concurrence because it was a secondary project. While this contract is on a Federal-aid section, the funding is not on the Secondary Road System. This project was funded with 100 per cent Federal-aid funds. Bureau of Public Roads' concurrence is required.

The matter has been discussed with the Bureau of Public Roads Area Engineer who has indicated that they will approve the request. Attached is a rough draft of a letter to the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

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NOV 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

LSS-628(1)-
7098

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tigard - South Tigard Interchange

WEEK ENDING: Nov. 16, 1968

SECTION PREFIX: 134-1094

HIGHWAY: Beaverton - Tigard

COUNTY: Washington

NAME OF JOB: Tigard - South Tigard Interchange

KIND OF WORK: Roadside Improvement

CONTRACTOR: Jansens Landscaping Co.

CONTRACT NUMBER: 7098

FEDERAL AID PROJECT NUMBER: ISS-628(1)

DATE OF CONTRACT: Oct.2, 1967

DATE WORK STARTED: Feb. 31, 1968

ESTIMATED COMPLETION DATE: 10/31/68 Establishment Period Ends

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1968

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $116,518.50

EXCLUSIVE OF ENGINEERING: $108,232.74

ENGINEERING AUTHORIZATION: $8,285.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $97,409.58

ENGINEERING COST TO DATE: $8,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 105%

DATE PROJECT WAS COMPLETED: June 10, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING

	BASE GRADING	Irrigation System ~~SURFACING~~	AC Conc. Walk ~~MATERIALS~~	Furnish & Plant Trees ~~MACADAM~~	Furnish & Plant Vines & Shrubs ~~PAVING~~
MILES IN PROJECT				2.50	2.50
MILES PARTIALLY COMPLETED					
MILES COMPLETED				2.50	2.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)		All	1900 s.y.	440	77,000
TOTAL QUANTITIES CORRECTED TO DATE				418	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		All	1900 s.y.	418	77,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Rain			
MONDAY 11	Rain			
TUESDAY 12	Showers			
WEDNESDAY 13	Cloudy			
THURSDAY 14	Partly Cloudy			
FRIDAY 15	Showers			
SATURDAY 9	Cloudy AM Showers PM			

E
D 11-18-68
W

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No work.
MONDAY 11	One man on job this date. Completed all work that had been requested following final inspection of project on November 6, 1968.
TUESDAY 12	
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	Post Semi-final estimate was turned in to Division Office this date.
SATURDAY 9	No work.

REMARKS

This project is now completed and there will be no more Weekly Reports submitted.

Original to Construction
cc to Construction (2)
Division
Files

OREGON STATE HIGHWAY DEPT
℅ D. D. ROHRBOUGH
9350 BURNHAM ST. S. W.
TIGARD, OREGON 97223

SIGNED D. D. Rohrbough LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

C

RECEIVED
NOV 13 1968
FOR FIL
LSS-628(1)
7098

November 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for TimeExtension, Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway
Project No. LSS-628(1)

We have received from Jansen's Landscape Company, contractor on this project, a request for an extension of the specified completion date from May 31 to June 10, 1968. The contractor's request is based on inclement weather and a delay in receiving mulching materials.

The contractor's excuse of inclement weather would not by itself be justification for an extension of time, but the interval he refers to was covered by a stop work order. A delay in receiving nonstrategic materials is not a justifiable reason.

All of the work on the contract, with the exception of 3/4"-0 surfacing material and asphaltic concrete, was completed by May 31, 1968, the specified completion date. The contractor had delayed this work until all other work had been done to avoid damaging the asphaltic concrete by tilling or mulching. This A. C. item was for paved strips behind existing concrete curbs adjacent to planting areas. He started to place the 3/4"-0 material on May 16 and 17. Heavy rains commencing on May 19 prevented the contractor from performing any further surfacing work. Consequently, a stop work order was issued on May 20, 1968. A resume work order was issued on June 5 and the contract was completed on June 10. When the stop work order was issued, there were 12 days remaining of the original specified time. The contractor used 6 days from the date the resume work order was issued to complete all of the remaining work.

It is our recommendation that the completion date for this project be extended to June 10, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
V. L. Gallagher
L. W. Rulien

DES:fw srb

RECEIVED
SEP 25 1968
FOR FILING

255-628(1)
2047

August 20, 1968

Jansen's Landscaping Co.
Route 1
Everson, Washington 98247

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7096 on the Tigard-South Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County.

After careful consideration, the Commission extended the specified completion date to June 10, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. W. Rulien
D. D. Rohrbough
L. H. Young
F. D. Morgan
C. H. Nelson

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1968

SUBJECT: Extension of Time
Tigard-South Tigard Interchange Section
Beaverton-Tigard Highway
Contract No. 7098

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Jansen's Landscape Company, contractor on the subject contract, the attached request for an extension of the specified completion date from May 31 to June 10, 1968. The contractor's request is based on inclement weather and a delay in receiving mulching materials.

The contractor's excuse of inclement weather would not by itself be justification for an extension of time, but the interval he refers to was covered by a stop work order. A delay in receiving non-strategic materials is not a justifiable reason. All of the work on the contract, with the exception of 3/4"-0 surfacing material and asphaltic concrete, was completed by the May 31, 1968 specified completion date. The contractor had delayed this work until all other work had been done to avoid damaging the asphaltic concrete by tilling or mulching. This A. C. item was for paved strips behind existing concrete curbs adjacent to planting areas. He started to place the 3/4"-0 material on May 16 and 17. Heavy rains commencing on May 19 prevented the contractor from performing any further surfacing work. Consequently, a stop work order was issued on May 20, 1968. A resume work order was issued on June 5 and the contract was completed on June 10. When the stop work order was issued, there were 12 days remaining of the original specified time. The contractor used 6 days from the date the resume work order was issued to complete all of the remaining work. An extension, therefore, to June 10, 1968 is justified and we so recommend. This will eliminate all liquidated damages, which amount to $1,000 (10 days at $100).

This is a Federal-aid Secondary project and does not require Bureau of Public Roads' concurrence. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:fw
Enc.
cc L. H. Young

RECEIVED
JUL 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1968

FOR FILING

55-6298(1)

7098

July 26, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
August 20, 1968 meeting

Gentlemen:

Jensomb Landscape Company, contractor on the Tigard-South Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County, Contract No. 7098, requests an extension of the specified completion date from May 31 to June 10, 1968.

The contractor had completed all of the work on the contract with the exception of paved strips behind existing concrete curbs adjacent to the planting areas some 15 days before the completion date. Because of unfavorable weather for performing this remaining work, a stop work order was in effect from May 20 to June 5. The contract was completed on June 10. An extension for the stop work period is justified.

I therefore recommend that the specified completion date be extended to June 10, 1968, which will eliminate all liquidated damages. This is a Federal-aid Secondary project.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

JAB:ss

Enclosure

cc:
Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date June 19, 1968

Gentlemen:

We, the undersigned, respectfully request an extension of ten days time, from May 31, 1968 19......, to June 10, 1968, within which to complete our Contract No. 7098, described as follows: Tigard-S. Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County.

The above request is based upon the following reasons: Inclement weather slowed our progress and delayed the Asphalt Paving. Our suppliers were unable to supply us with a large enough volume of mulch, causing more delay.

Respectfully submitted,

Jansen's Landscaping Co.
Contractor

By Albert Jansen

CONSENT OF SURETY

Date June 19, 1968

We, GENERAL INSURANCE COMPANY OF AMERICA

...., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By: Helen Okura
Helen Okura
Attorney-in-fact

(SEAL)

Countersignature no longer required
as of January 1, 1968
Resident Agent

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7098 Contractor Jansen's Landscape Company

Highway Beaverton-Tigard

Section Tigard-South Tigard Interchange

Kind of Work Roadside Improvement

It is recommended that such extension be granted as requested under the following terms and conditions:

Stop work period from May 20 to June 5 justifies an extension to June 10, 1968.

Contract No.	7098
Project designation	[illegible] (1) State Federal
Date awarded	October 2, 1967
Work started	February 13, 1968
Per cent completed	100% Date
Specified completion date	May 31, 1968
Previously extended to	None
Extension requested to	June 10, 1968

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

~~Assistant~~ State Highway Engineer

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-95	FORM PR-2 (REV. 3-60) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 7 ~~6~~	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Washington
		PROJECT NO. IGS-628(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI 667

Tigard-S. Tigard Interchange, Beaverton-Tigard Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	6-9-67	0.00
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-29-67	0.00
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 114,465	$ 114,465.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer November 2, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. 105-628(1)

TIGARD-S. TIGARD INTERCHANGE

BEAVERTON-TIGARD HIGHWAY

IN WASHINGTON COUNTY

Project Agreement Estimate

Salem, Oregon, October 11, 1967

Type Code P.E.

Preliminary Engineering	All Required			$ 800.00

Type Code T003
Roadside Improvement (Sta. 337+80 to Sta. 470+00)(Contract 7098)

A.C. Concrete Surfacing	1,900	sq.yd.	$ 2.00	$ 3,800.00
3/4" - 0 Stone Foundation Material	110	cu.yd.	6.00	660.00
Furnishing and Planting Trees	440	only	10.00	4,400.00
Furnishing and Planting Shrubs	11,000	only	4.00	44,000.00
Furnishing and Planting Vines	66,000	only	0.20	13,200.00
Inorganic Fertilizer, 10-16-8	60	cwt.	5.00	300.00
Organic Fertilizer, 5-3-2	84	cwt.	10.00	840.00
Manure Fertilizer	270	cu.yd.	6.00	1,620.00
Mulch	940	unit	20.00	18,800.00
1-inch Water Pipe	2,040	lin.ft.	1.00	2,040.00
1¼-inch Water Pipe	1,210	lin.ft.	1.20	1,452.00
1½-inch Water Pipe	710	lin.ft.	1.50	1,065.00
2-inch Water Pipe	3,570	lin.ft.	1.50	5,355.00
3/4-inch Steel Water Pipe	450	lin.ft.	1.00	450.00
2½-inch Steel Water Pipe	270	lin.ft.	3.00	810.00
2-inch Gate Valve	1	only	20.00	20.00
3/4-inch Quick Coupling Hose Valves	140	only	15.00	2,100.00
1½-inch Manual Section Valves	6	only	20.00	120.00
½-inch Manual Drain Valves	25	only	4.00	100.00
2-inch Vacuum Breaker Valves	1	only	200.00	200.00
Agricultural Rotary Sprinklers	35	only	10.00	350.00
				$101,682.00

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
Meter Installation	All Required	550.00
Water	All Required	900.00
		$ 1,650.00

Subtotal	$103,332.00
10% Engr. & Cont.	10,333.00
Total	$113,665.00
Grand Total	$114,465.00

Length of Project - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description		
P.E.	$ 800.00	$ 800.00
Roadside Improvement	113,665.00	113,665.00
Total	$114,465.00	$114,465.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 11, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Prefix 134-090A

STACK WORK

Portable Sprinklers	10 only	$20.00	$200.00
Rubber Hose	2 only	20.00	40.00
			$240.00

Oregon State Highway Department

Federal-Aid
Project No. LSS-628(1)

TIGARD-S. TIGARD INTERCHANGE

BEAVERTON-TIGARD HIGHWAY

IN WASHINGTON COUNTY

P.S. & E. Estimate

Salem, Oregon, June 26, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 800.00

Type Code Y003
Roadside Improvement (Sta. 337+80 to Sta. 470+00)

A.C. Concrete Surfacing	1,900	sq.yd.	$ 3.75	$ 7,125.00
3/4" - 0 Stone Foundation Material	110	cu.yd.	5.00	550.00
Furnishing and Planting Trees	440	only	12.00	5,280.00
Furnishing and Planting Shrubs	11,000	only	4.00	44,000.00
Furnishing and Planting Vines	66,000	only	0.40	26,400.00
Inorganic Fertilizer, 10-16-8	60	cwt.	8.00	480.00
Organic Fertilizer, 5-3-2	84	cwt.	8.00	672.00
Manure Fertilizer	270	cu.yd.	8.00	2,160.00
Mulch	940	unit	18.00	16,920.00
1-inch Water Pipe	2,040	lin.ft.	0.65	1,326.00
1¼-inch Water Pipe	1,210	lin.ft.	0.70	847.00
1½-inch Water Pipe	710	lin.ft.	1.00	710.00
2-inch Water Pipe	3,570	lin.ft.	1.20	4,284.00
3/4-inch Steel Water Pipe	450	lin.ft.	0.76	342.00
2½-inch Steel Water Pipe	270	lin.ft.	3.40	918.00
2-inch Gate Valve	1	only	35.00	35.00
3/4-inch Quick Coupling Hose Valves	140	only	8.00	1,120.00
1½-inch Manual Section Valves	6	only	28.00	168.00
½-inch Manual Drain Valves	25	only	10.00	250.00
2-inch Vacuum Breaker Valves	1	only	240.00	240.00
Agricultural Rotary Sprinklers	35	only	20.00	700.00
				$114,527.00

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
Meter Installation	All Required	550.00
Water	All Required	900.00
		$ 1,650.00
	Subtotal	$116,417.00
	10% Engr. & Cont.	11,641.00
	Total	$128,058.00

Grand Total $128,058.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 800.00	$ 800.00
Roadside Improvement	128,058.00	128,058.00
Total	$128,858.00	$128,858.00

STATE WORK

Portable Sprinklers	10 only	$20.00	$200.00
Rubber Hose	2 only	20.00	40.00
			$240.00

RECEIVED
OCT 9 - 1967

FOR FILING

LSS-628(1)

7098

October 6, 1967

Jansen's Landscaping Co.
Route 1
Everson, Washington 98247

Gentlemen:

Enclosed are three copies of Contract No. 7098 for $101,922 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the Tigard-S. Tigard Interchange Section of the Beaverton-Tigard Highway in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
D. D. Rohrbough
Mark Astrup

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
OCT 10 1967
FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

LSS-628(1)
7098

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSS-628(1)
Tigard - South Tigard Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7098 to Jansen's Landscaping Company of Everson, Washington, low bidder in the amount of $101,922 at the September 28, 1967 bid opening.

10-10-67
REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LSS-628(V)
7698

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
AUG 4 1967

FOR FILING

LSS-628(1)
7098

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

NOTED
F. B. KLABOE

August 2, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
AUG [illegible] 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
- F. B. Klaboe
- L. H. Young
- Frank Hall (12)
- T. C. Roake
- J. E. Morelock
- L. W. Rulien (4)
- R. D. Asburry (4)
- L. R. Chandler (2)
- J. F. Putnam (8)
- A. F. Parson (6)

fw

RECEIVED
AUG 4 - 1967
OFFICE
STATE HIGHWAY ENGIN

A

RECEIVED
JUL 10 1967
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

Klahn

LSS-628(1)
7098

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 29, 1967

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSS-628(1)
Tigard - South Tigard Interchange
Landscaping

P. S. & E. Documents for the subject project are hereby conditionally approved concurrently with Mr. Young's June 26, 1967 request for approval of an individual project program change (PR-9) adding Landscaping, with the understanding that you will make any changes found necessary upon completion of our review. As requested by Mr. Young's June 29, 1967 letter, you are authorized to advertise the project for bids with the understanding that reduced plans and title sheet will be furnished to this office at least four weeks prior to the bid opening date.

The funds as approved and shown on the estimate are obligated from Fiscal Year 1967 appropriations, and should overruns occur they may be covered by funds released as the results of other 1967 Fiscal Year project underruns. It is understood that other shortages may have to be covered by State funds.

Our authorization is with the understanding that all necessary right of way is available for contractor's use with relocation advisory assistance unnecessary and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 28 and June 29, 1967 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $200.00 and the installation of a water meter with water estimated at $1,450.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 -- Incidentals	March 1967

(more)

7-10-67
REFERRED TO
Young - Morgan - Astings
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLAGGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1967
FOR FILING
LSS-6[illegible](1)
7091

Klaboe

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1967

SUBJECT: Right of Way Status
LSF & LSS Projects

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

On the following LSF and LSS projects no additional right of way was required and the property is available for the contractor's use:

Brothers Oasis Rest Area, Central Oregon Highway, Harney County

Tigard - S. Tigard Interchange, Beaverton - Tigard Highway, Washington County

On the following LSF project we do not have Bureau of Public Roads approval to purchase the right of way required:

Suntex Safety Rest Area, Central Oregon Highway, Harney County

As soon as this approval is received, descriptions prepared, and appraisals reviewed, we will negotiate for this right of way and will have possession either by negotiation or condemnation.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:JP

cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61)
DATE SUBMITTED TO W.O.	

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St.Rd. 1.0 Mi. N.W. Tigard S.E. 2.67 Mi. 21 65	ADT	7,000	FUTURE 18,000 (66) (70)	YE 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* P.E. and Landscaping 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY						
			FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74	

CARD 4	CLASS OF FEDERAL FUNDS [1] Landscaping and Scenic Enhancement	COUNTY NAME Wash
	NAME OF URBAN AREA 17-31 Portland	F.A. SYSTEM Secondary

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	35	LSS-628(1)	St.Rd. 1.0 mi. N.W. of Tigard-S.E. 2.67 mi. /Tigard to S. Tigard Intchge. (I-5) Section/		800 (119,200)
										PROJECT TOTAL	2.67	800
5					PE ROW CONST		RE-QUESTED REVISION	35	LSS-628(1)	St.Rd. 1.0 mi. N.W. of Tigard-S.E. 2.67 mi. /Tigard to S. Tigard Intchge. (I-5) Section/		800 128,058 (16)
										PROJECT TOTAL	2.67	128,858

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To add to Character of Propos
trees, shrubs and vines, topsoil, lawn const
behind curbs. To increase project cost to c

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: June 9, 1967	PROGRAM REVISION REQUESTED	RECOMMENDE
	DATE June 26, 1967	DATE
OTHER:	SIGNATURE	SIGNATURE
	~~XXXXXXXX~~ ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7098

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

.67 Mi. 65	**ADT**	7,000	FUTURE 18,000 (66) (70)	YEAR 87 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 667 4 6	ITEM NO. 35 (14) (16)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
TE NO. (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 LSS 23	NUMBER-AGR. NO. 7 628(1) 13	POST MI. MI. (24) (26)	DESIG. 27

cement	COUNTY NAME Washington	CODE 14 067 16

F.A. SYSTEM Secondary	RTE NO. S	FEDERAL AID 628	STATE (32) 144 (36)	U.S. (37) (41)

	TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
			TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
)	St.Rd. 1.0 mi. N.W. of Tigard-S.E. 2.67 mi. [Tigard to S. Tigard Intchge. (I-5) Section]	(54) (58)	(59) (66) 800 (119,200)	(67) (76) 800		P.E. all phases (future planting of trees, shrubs & vines, topsoil, lawn const., irrigating system and A.C. pavement strip behind curbs.)
	PROJECT TOTAL	2.67	800	800		
	St.Rd. 1.0 mi. N.W. of Tigard-S.E. 2.67 mi. [Tigard to S. Tigard Intchge. (I-5) Section]		800 128,058 (16) (23)	800 128,058 (24) (33)		P.E. all phases, planting trees, shrubs and vines, topsoil, lawn const., irrigation system and A.C. pavement behind curbs.
	PROJECT TOTAL	2.67	128,858	128,858		

REASON FOR CHANGE: To add to Character of Proposed Work the construction phase consisting of planting trees, shrubs and vines, topsoil, lawn construction, irrigation system and A.C. pavement strip behind curbs. To increase project cost to cover the additional work.

REVISION REQUESTED	RECOMMENDED	APPROVED
e 26, 1967	DATE	DATE
	SIGNATURE	SIGNATURE
EER	TITLE	TITLE

ng, show both classes of funds involved.

USCOMM-DC 48905-P61

RECEIVED
JUN 15 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

LSS-(28(1))

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 9, 1967

In reply refer to: 08-35.EC

TO 7098 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Program

Mr. Young's June 8, 1967 letter submitted one item for inclusion in the subject program. This Stage 2 Preliminary Engineering (Future landscape) project is approved effective today:

Item	Project	Location	Work
35	LSS-628(1)	Tigard-S. Tigard Int. Sec.	P.E. (Future landscape)

You are authorized to proceed with all phases of preliminary engineering effective today.

This action provides for preliminary engineering for 2.67 miles of future landscape at a total estimated cost of $800.00, all of which is reserved as Federal-aid Landscape and Scenic Enhancement Program (667) funds.

6-14-67

REFERRED TO
Young - Astrup
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PE** *(PPM 2*
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St. Rd. 1.0 mi. N.W. Tigard S.E. 2.67 mi. 21 65	**ADT**	PRESENT 7,000	FUTURE 18,000 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Landscaping and Scenic Enhancement	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID 628

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		St. Rd. 1.0 mi. N.W. of Tigard S.E. 2.67 mi. (Tigard to S. Tigard Interchange (I-5) Section)	2.67	800	800
5					**ROW**					
5					**CONST** (CODE)				(119,200)	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.67	800	800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

For PR-37B; On R

7098

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7 mi. 65	**ADT**	PRESENT 7,000	FUTURE 18,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 667 (4) (9)	ITEM NO. 35 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) LSS 14 23	NUMBER 628 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Washington			CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 628 (32)	STATE 144 (36) (37)	U.S. (41)	

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
mi. d	2.67	800	800			P.E. all phases (Future planting of trees, shrubs and vines, topsoil, lawn construction, irrigating section and AC pavement strip behind curbs.)
		(119,200)				
	2.67	800	800			
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 919 & 952,
Projects SU-466(4) and SU-466(6)

For PR-37B; On R/W-1; ROW-F; Sanitary Facility-N

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JUN 1 - 1967
FOR FILING

[illegible]
7098

May 31, 1967

Oregon State Highway Commission

Gentlemen:

We have recently been advised that the Department of Transportation has made available to Oregon an additional $208,862 for landscaping and scenic enhancement under Section 319(b), Title 23, United States Code. This is the portion of the Federal Highway Beautification Act that has to do with scenic strips and landscaping and the funds are available for programming with no State match monies being required.

I recommend that you approve a new landscape project on the Beaverton-Tigard Highway between Progress and the South Tigard Interchange. This work is estimated to cost $120,000. I further recommend that the remaining available funds be applied to the current program as an unprogrammed balance. This will be used to cover possible overruns in existing contracts.

The matter will be on the agenda for the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

FBK:srb RLP:ms fn

I-5-5(37) S. Tigard Interch. Sec., S. 1967
293 of city limits of Portland
#7099 (Roadside Improve.)

STATE COPY

Monthly transaction number 10-4	F (R PR-2A 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington Clackamas
Modification number 1	*(PPM 21-7)*	Project number I-5-5(37)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 30, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 72,910	$ 76,760
Federal funds	$ 67,000.00	$ 70,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of October, 1969.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

For: R. E. Simpson

By ______________________

____
(Title)

By ______________________

____
(Title)

Oregon State Highway Department

Federal Aid
Project No. I-5-5(37)293

SOUTH TIGARD INTERCHANGE SECTION OF THE PACIFIC HWY. IN WASHINGTON & CLACKAMAS COUNTIES

Revised Project Agreement Estimate.

Salem, Oregon, September 25, 1969

Type Code Y003
Landscaping (Sta. 87+00 to Sta. 109+00) (Contract 7099)

Subtotal same as previous estimate of October 13, 1967		$66,282.50
Additional Approved Item		
EWO 3 Retill Planting Beds	All Required	3,500.00
	Subtotal	$69,782.50
	10% Engr. & Cont.	6,977.50
	Total	$76,760.00

Length of Project - - 0.00 mile

Federal Funds	$70,500.00
State Funds	6,260.00
Total	$76,760.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1096

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-26	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5 #7099	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 10-30-67	COUNTY Washington & Clackamas PROJECT NO. I-5-5(37)293

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Tigard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-6-67	0.00
OTHER (Specify)		

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT $ 72,910	FEDERAL FUNDS $ 67,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer October 30, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Federal-Aid
Project No. I-5-5(37)293

Oregon State Highway Department

SOUTH TIGARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN WASHINGTON AND CLACKAMAS COUNTIES

Project Agreement Estimate.

Salem, Oregon, October 13, 1967

Type Code Y003
Landscaping (Sta. 87+00 to Sta. 109+00)(Contract 7099)

Furnishing and Placing Topsoil	1,850	cu.yd.	$ 3.25	$ 6,012.50
Trucks	40	hour	20.00	800.00
Chain Saw	16	hour	4.50	72.00
Laborers	48	hour	8.00	384.00
Furnishing and Planting Trees	230	only	14.00	3,220.00
Furnishing and Planting Shrubs	5,000	only	4.00	20,000.00
Furnishing and Planting Vines	19,000	only	0.45	8,550.00
Furnishing and Planting Ferns	6,200	only	2.10	13,020.00
Inorganic Fertilizer, 10-16-8	30	cwt.	8.00	240.00
Organic Fertilizer, 5-3-2	24	cwt.	8.50	204.00
Manure Fertilizer	110	cu.yd.	9.00	990.00
Mulch	7.0	acre	1,820.00	12,740.00
				$66,232.50
Flagging (57½% of Contractor's Cost)	All Required			$ 50.00
	Subtotal			$66,282.50
	10% Engr. & Cont.			6,627.50
	Total			$72,910.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$67,000.00
State Funds -	5,910.00
Total	$72,910.00

Washington County — 50%
Clackamas County — 50%

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 603-1096

Oregon State Highway Department

Federal Aid
Project No. I-5-5(37)293

SOUTH TIGARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN WASHINGTON AND CLACKAMAS COUNTIES

P.S. & E. Estimate.

Salem, Oregon, August 3, 1967

Type Code Y003
Landscaping (Sta. 87+00 to Sta. 109+00)

Furnishing and Placing Topsoil	1,850 cu. yd.	$ 4.50	$ 8,325.00
Trucks	40 hr.	10.00	400.00
Chain Saw	16 hr.	2.50	40.00
Laborers	48 hr.	6.50	312.00
Furnishing and Planting Trees	230 only	13.00	2,990.00
Furnishing and Planting Shrubs	5,000 only	4.50	22,500.00
Furnishing and Planting Vines	19,000 only	0.40	7,600.00
Furnishing and Planting Ferns	6,200 only	2.25	13,950.00
Inorganic Fertilizer, 10-16-8	30 cwt.	9.00	270.00
Organic Fertilizer, 5-3-2	24 cwt.	9.00	216.00
Manure Fertilizer	110 cu. yd.	9.00	990.00
Mulch	7.0 acre	1,250.00	8,750.00
			$66,343.00
Flagging (57-1/2% of contractor's cost)	All Required		50.00
	Subtotal		$66,393.00
	10% Engr. & Cont.		6,639.00
	Total		$73,032.00

Length of Project - - - 0.00 mile

Federal Funds	$67,300.00
State Funds	5,732.00
Total	$73,032.00

Washington County 50%
Clackamas County 50%

RECEIVED
JUL 30 1969

7-16-69

OSHD
Region
Wash DC

I-5-5(37)293

7C99

FORM PR-33E
(REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

bk

REGION NO. 8	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 7-2-69	REPORT MADE BY Glenn K. Hossner, Area Engineer		PROJECT NO. I-5-5(37)293
COMPLETION DATE 3-26-69	ACCEPTANCE DATE BY CONTRACTING AGENCY —	TIME ELAPSED 100 %	CONTRACT TIME 5-31-68 C.D.

APPROVED EXTENSIONS: Compl.Date to 8-22-68

LOCATION: South Tigard Interchange located on I-5 approx. 2.9 miles south of SCL of Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

SOUTH TIGARD INTERCHANGE
Roadside Improvement

This project provided for landscaping the South Tigard Interchange area located along Interstate Route No. 5 southerly of Portland, Oregon.

All contract work including authorized changes and extra work was completed on March 26, 1969. A time extension was granted to extend the specified completion date from May 31, 1968 to August 22, 1968. A minor amount of extra work necessary to correct drainage deficiencies was accomplished subsequent to the August 22, 1968 completion date. There was no assessment of liquidated damages as the correction work was not anticipated under the contract and weather conditions delayed its completion.

The final contract cost, including price agreements and extra work orders, will be approximately $69,400. This is about a 5% increase over the original contract amount. The overrun is due primarily to the corrective treatment which was necessary to provide adequate drainage for the planting beds.

orig to Morgan
7-22-69

RECEIVED
JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by Glenn K. Hossner G. K. HOSSNER		SIGNATURE Original signed by R. E. Simpson R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 7-2-69	TITLE Division Engineer	DATE 7-16-69

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 10 1969
FOR [illegible]

I-5-5(37) 273

7099

June 9, 1969

U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7099 awarded to All-City Tree and Landscape Service for roadside improvement on the South Tigard Interchange Section of the Pacific Highway in Washington and Clackamas Counties was completed on August 22, 1968, and accepted by the Highway Commission on June 5, 1969.

Final payment in the amount of $1,910.40 will be released to the contractor after June 16, 1969. The total contract amount is $69,416.11 including $5,735.96 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

L. W. Rulien
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 9 - 1969

FOR FIL

I-5-5 (37) 293

7099

June 6, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1968, and the plant establishment period ended March 26, 1969, on Contract No. 7099. The contract was with All-City Tree and Landscape Service and was for roadside improvement work on the South Tigard Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 5, 1969, and that you concur in this procedure at the Commission meeting on July 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. H. Young
D. J. Barbee
F. D. Morgan
L. W. Rulien

srb sr

RECEIVED
JUN 2 6 1969
FOR FILING

I-5-5(37)293
7099

3-C

May 29, 1969

#1

All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on May 28, 1969, granted without assessment of liquidated damages your request for an extension of the specified completion date from May 31 to August 22, 1968, on Contract No. 7099. This contract was for roadside improvement on the South Tigard Interchange of the Pacific Highway in Washington and Clackamas Counties.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj
cc F. D. Morgan
T. D. Merchant
V. E. Skoog
L. W. Rulien
Darrell Rohrbough
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 29, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klein

SUBJECT: Oregon Project I-5-5(37)293
South Tigard Interchange Section, Pacific Highway
Request for Time Extension

We have reviewed your letter of April 28, 1969 and concur in your recommendation that the completion date for this project be extended to August 22, 1968. It is understood that this time extension is based on a stop work order covering the period from May 30 to August 21, 1968.

5-2-69
Mason
Morgan
[redacted]

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1969

SUBJECT: Extension of Time
South Tigard Interchange Section
Pacific Highway
Contract No. 7099

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from All City Tree and Landscape Service, contractor on the subject contract, the attached request for an extension of the specified completion date from May 31 to August 22, 1968. The contractor's request is based on a stop work order.

A stop work order on this contract was issued effective May 30, 1968. The stop work order was issued when all original contract work was completed. There were some metal drains and some A. C. curbs yet to be installed by extra work when ground conditions permitted. There were 2 days left of the original specified period when the stop work order was issued. A resume work order was issued on August 21, 1968 and the contract was completed on August 22. The contract then went into the establishment period during which no further contract time accrues. Some further extra work was performed which was considered of an establishment nature.

Based on the stop work order, we recommend that the specified completion date be extended to August 22, 1968. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension is valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7099 Contractor All City Tree & Landscape Service

Highway Pacific

Section South Tigard Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Stop work order in effect from May 30 to August 20 justifies a like extension.

Recommended for Approval:

Asst ~~Division~~ Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

F B Klaboe
Assistant State Highway Engineer

SP*8296-734

Contract No. 7099
Project designation I-5-5(37)293
State-Federal
Date awarded October 2, 1967
Work started November 27, 1967
Percent Complete: 100% 8/22/68
Date
Specified Completion Date:
~~No. of Workdays Allowed~~ May 31, 1968
~~No. of Workdays Used~~
Req. Extension to: August 22, 1968
~~No. of Added Workdays Requested~~

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~[illegible]~~ fixed calendar date from 5/31/68 d~~ay~~s to 8/22/69 ~~days~~, within which to complete our Contract No. 7099, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request is to cover a "Stop Work Order" period from May 31, 1968 through August 20, 1968.

Respectfully submitted,

All City Tree & Landscape Service
Contractor

By

672
6541
634

CONSENT OF SURETY

Date April 10, 1969

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William R. Vanderpool
Attorney-in-fact
William R. Vanderpool

(SEAL)

Resident Agent

MAY 6 - 1969

I-5-5(37)293
7144

May 5, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 28, 1969 meeting

Gentlemen:

All City Tree and Landscape Service, contractor on the South Tigard Interchange Section of the Pacific Highway, Contract No. 7099, has requested an extension of the specified completion date from May 31 to August 22, 1968.

This roadside improvement project was established with a specified completion date of May 31, 1968. The contractor completed all of the original contract work on May 29 and a stop work order was issued effective May 30. There was some extra work which had been added to the contract that had to wait for suitable ground conditions. A resume work order was issued on August 21 and the contract was completed on August 22, 1968. The stop work order justifies an extension from May 31 to August 22, 1968.

I recommend that the specified completion date be extended to August 22, 1968. This will eliminate all liquidated damages. This is an Interstate project and the extension has had BPR approval.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

F. D. Morgan
L. W. Rulien
V. E. Skoog

DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7099 Contractor All City Tree & Landscape Service

Highway Pacific

Section South Tigard Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Stop work order in effect from May 30 to August 20 justifies a like extension.

Recommended for Approval:

Division Engineer

Thomas A. Bond for Construction Engineer ~~or Bridge Engineer~~

B K Cabor Assistant State Highway Engineer

SP*6206-734

Contract No. 7099

Project designation I-5-5(37)293 State-Federal

Date awarded October 2, 1967

Work started November 27, 1967

Percent Complete: 100% 8/22/68 Date

Specified Completion Date: May 31, 1968

~~No. of Workdays Allowed~~

~~Total Workdays Used~~

Req. Extension to: August 22, 1968

~~No. of Added Workdays Requested~~

B-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the fixed expiration date ~~number of workdays~~ from 5/31/68 ~~days~~ to [illegible] ~~days~~, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request is to cover a "Stop Work Order" period from May [illegible], 1968 through August 20, 1968.

Respectfully submitted,

All City Tree & Landscape Service
Contractor

By

CONSENT OF SURETY

Date April 10, 1969

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William R. Vanderpool
Attorney-in-fact
William R. Vanderpool

(SEAL)

Resident Agent

RECEIVED
APR 28 1969
FOR

I-5-5(37)293
1099

April 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, South Tigard Interchange Section, Pacific Highway
Project I-5-5(37)293

We have received from All City Tree and Landscape Service, contractor on this project, a request for extension of the specified completion date from May 31 to August 22, 1968. The contractor's request is based on a stop work order.

A stop work order on this contract was issued effective May 30, 1968. The stop work order was issued when all original contract work was completed. There were some metal drains and some A.C. curbs yet to be installed by extra work when ground conditions permitted. There were two days left of the original specified period when the stop work order was issued. A resume work order was issued on August 21, 1968, and the contract was completed on August 22.

Based on the stop work order, it is our recommendation that the completion date for this project be extended to August 22, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. W. Rulien
V. L. Gallagher

DES:fw srb

I-5-5(37)293
7077

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Tigard Interchange

WEEK ENDING: April 12, 1969

SECTION PREFIX: 603-1096

HIGHWAY: Pacific

COUNTY: Washington and Clackamas

NAME OF JOB: South Tigard Interchange

KIND OF WORK: Roadside Improvement

CONTRACTOR: All-City Tree and Landscape Service

CONTRACT NUMBER: 7099

FEDERAL AID PROJECT NUMBER: I-5-5(37)293

DATE OF CONTRACT: October 3, 1967

DATE WORK STARTED: November 27, 1967

ESTIMATED COMPLETION DATE: 10/15/68 Establishment Period Ended

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $74,567.81

EXCLUSIVE OF ENGINEERING: $69,265.21

ENGINEERING AUTHORIZATION: $5,302.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $69,633.36

ENGINEERING COST TO DATE: $6,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN XXXXXXX 0.5 %

PERCENT OF AUTHORIZATION: 113 %

DATE PROJECT WAS COMPLETED: May 29, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Furnish & Place Topsoil	Trees, Vines & Shrubs

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXX	XXXX
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,850 c.y.	
TOTAL QUANTITIES CORRECTED TO DATE				1,593 c.y.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,593 c.y.	100%
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Fair			
MONDAY	7	Fair			NOTED R. D. CHURCH
TUESDAY	8	Broken Overcast			
WEDNESDAY	9	Broken Overcast			
THURSDAY	10	Fair			RECEIVED
FRIDAY	11	Fair			
SATURDAY	5	Broken Overcast			CONSTRUCTION DIVISION BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity.
MONDAY 7	Contractor completed clean-up work that had been designated by inspecting group. This completes all activity for this contract.
TUESDAY 8	No activity.
WEDNESDAY 9	No activity.
THURSDAY 10	Contractor submitted extra work bills this date.
FRIDAY 11	No activity.
SATURDAY 5	No activity.

REMARKS

This will be the final weekly report issued.

Post Semi-final will be submitted to Division Office April 14, 1969.

Original to Construction
cc to Construction (2)
Division
Files

OREGON STATE HIGHWAY DEPT.
D. D. ROHRBOUGH
P. O. BOX 407
TUALATIN, OREGON 97062

SIGNED Rohrbough LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
APR 9 - 1969
FOR FILES

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(37)293

March 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7099
Prefix 603-1096
FAP I-5-5(37)293

Dear Sir:

The replacement planting work under Contract No. 7099, South Tigard Interchange Section of the Pacific Highway in Washington and Clackamas Counties was completed March 26, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date March 28, 1969

Conditions noted on above date:

None

for
R. E. Simpson
Division Engineer

RECEIVED
APR 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc Forrest Cooper
F. D. Morgan

STATE COPY

Form E-208-6M

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(37)293
7099

G1-P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agree
funds are req
SEP 11
Dist. Engineer
U.S. Bureau of Public Roads

Project Name South Tigard Interchange
Date Sept. 27, 1968
Highway Pacific
Contract No. 7099
County Washington and Clackamas
Prefix 603-1096
Contractor All-City Tree and Landscape Service
F. A. Project No. I-5-5(37)293
Address 29 N.E. 148th Ave., Portland, Oregon 97230
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Add sand to planting bed. Retill to mix sand and sawdust mulch with existing soil. Salvage and replant usable plants.

Location by station numbers: "L" 90+00 - 98+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	1,200 c.yd. sand at $1.60 =	$1,920.00
	200 lin.ft. 6" drain at $2.00 =	400.00
Equipment		250.00
Labor		930.00
		$3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract work was finished on May 29, 1968. Planting bed in the South Tigard Interchange area has remained so wet that there has been considerable loss of plantings. It has been decided that this area should be reworked before replanting.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$74,567.81
Present estimate of project cost, including $3,500 for work under this order	$74,567.81
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or

Approval Recommended: /s/ D. H. Haller, Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young 10-25-68

SP

RECEIVED
AUG 28 1968

I-5-5(37)293
7099

August 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Contract 7099
Prefix 603-1096
FAP I-5-5(37)293

Dear Sir:

The completion date of May 29, 1968, stated in letter dated June 4, 1968, has been revised to August 22, 1968, on Contract No. 7099, South Tigard Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ia

Form [illegible]

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(37)293

7099

STATE COPY

APPROVED
Contingent upon modification of
project agreement [illegible] additional
funds [illegible]
JUL 25 1968
Date
Dist. Engineer
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	South Tigard Interchange	**Date**	July 22, 1968
Highway	Pacific	**Contract No.**	7099
County	Washington & Clackamas	**Prefix**	603-1096
Contractor	All-City Tree & Landscape Service	**F. A. Project No.**	I-5-5(37)293
Address	29 N.E. 148th Ave., Portland, Oregon 97230	**Order No.**	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and reinstall 350 lin.ft. of rail from existing guard rail. This rail is being removed to provide room to install asphaltic concrete curb with curb machine.

Location by station numbers:

L 477+83 to FR 11+00

Estimate of quantities and cost:

Labor	$ 75.00
Equip.	25.00
	$100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract work was finished on May 29, 1968. It was later decided to construct curbing and do certain pipe work to control run-off of waters from wide pavement areas. In order to machine install this curb it will be necessary to remove guard rail.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 74,567.81
Present estimate of project cost, including $ 100 for work under this order	$ 74,567.81
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer

Approval Recommended: /s/ D. H. Haller Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young

(REV. 3-65)

OSHD(Edwards)

FOR , Region
Wash DC

I-5-5(32)293

11-8-67

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT

~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~

(PPM 20-6.1)

rc

REGION NO. 8	REPORT NO. —	COUNTY Washington	STATE Oregon
DATE OF INSPECTION 11-8-67 7C 9 7	INSPECTION MADE BY W. P. Grafe, Area Engr		PROJECT NO. I-5-5(32)293:SU-466(6)
IN COMPANY WITH C. T. Keasey, Asst Div Engr; D. E. Rohrbough, Res Engr			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 125 %	WORK COMPLETED 100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

SOUTH TIGARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

This project has been combined with the Pacific Highway West - South Tigard Interchange portion making both a Secondary and an Interstate contract.

At the time of the inspection, the quantities and the amounts were not yet segregated in the office so information on this report will constitute that from the contract as a whole rather than from the Interstate portion.

All the work covered under the contract was completed at the time of the inspection.

Estimated final contract cost will be $2,458,000 with an overrun in excavation from a bid quantity of 482,900 to 499,500 unchecked amount. There are no other significant variations in contract amount not covered by Price Agreements or Extra Work Orders.

Participating Extra Work Orders were as follows:

EWO #3 - Repositioning of rockers on South Tigard Interchange structure because of movement - $750

EWO #5 - Revision of sign support - $250

EWO #6 - Revision of guardrail - $900

EWO #7 - Replacing of concrete salvage posts with wood posts for conformity to the current standards - $113.39

Morgan
12-7-67

RECEIVED
DEC 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Price agreements as follows:

PA #1 - Lump sum payment for haul - $410

PA #2 - Extra fence posts and wire - $249

PA #3 and #3 Supplemental - Widening of the bituminous

EDITION OF 5-60 MAY BE USED

[illegible] - [illegible] to replace salvage material which was unusable - $[illegible]

PA #10 - Modification of the directional signing to conform to current safety standards - $1,973.22

PA #12 - Correction of the trench resulting in the median from removal of the steel posts - $4,160

PA #15 - Installation of irrigation pipe at Tigard Interchange - $[illegible].20

PA #16 - [illegible] to remove unsuitable material - $[illegible]

[illegible] #17 - [illegible] concrete ditch lining - net increase $297

[illegible] - Revision of [illegible] to conform to new safety standards - $15,[illegible]

PA #20 - [illegible] of [illegible] post to fit current standards - $[illegible]

State Force Order No. 1 providing for striping was $4,145.41.

Four subcontracts were entered into during the life of the project for a total amount of 30.19%.

Project was open to 4-lane traffic on September 20, 1967.

The contractor has an overrun of 39 days in completion of the project, a small portion of which may be able to be forgiven on the basis of additional extra work involving Price Agreements and Extra Work Orders.

[illegible] sampling and record sampling have been satisfactorily performed.

The following measurements were taken on the project: 8 x 8 x 14" blocks on guardrail, 29" to the top of the median rail, 48" from shoulder height to center of the sector on sight posts, all of which were acceptable conformity to the measurements stated.

The project has been completed in substantial conformity to the requirements of the plans and specifications, and acceptance is appropriate at this time.

RECEIVED
OCT 9 - 1967

FOR FILING

I-5-5(37)293

1099

October 9, 1967

All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7099 for $66,232.50 awarded to you by the State Highway Commission on October 2, 1967. This contract is for roadside improvement on the South Tigard Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
D. D. Rohrbough
Mark Astrup

R[illegible] OCT 10 1967

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1967

In reply refer to: 08-35-EC

I-5-5(37)293

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7099 [illegible]

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(37)293
South Tigard Interchange Section
Landscaping

As requested in Mr. Young's letter of October 5, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7099 to All-City Tree and Landscape Service of Portland, Oregon, low bidder in the amount of $66,232.50 at the September 28, 1967 bid opening.

10-10-67
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 12 1967

FOR FILING I-5-5(37)293

FORM PR-121 (11-66)
UNITED STATES GOVERNMENT

7099 *Memorandum*

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 6, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-5(37)293
S. Tigard Interchange Section
Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Preston's August 4 and August 30, 1967 reports.

You are authorized to proceed with contractor's flagging as shown on your estimate for $50.

Mr. Young's September 5, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

NOTED
F. B. KLABOE

Enclosure
Title sheet

9-11-67

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 10 1967
FOR FILING

I-5-5(37)293

Form FH-121

UNITED STATES GOVERNMENT

Memorandum

7099

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 4, 1967

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 26, 1967 letter requested the inclusion of four items in the subject program. We approve these Stage 2 Construction Phase projects effective today:

Item	Project	Location	Work
504	I-5-5(37)293	Tigard Interchange	Landscape
505	I-80N-5(29)204	Pendleton Section	Gr., Pave, Struc's
506	I-80N-3(52)84	Brewery Grade Inter.	Illumination
507	I-5-3(78)190	Goshen Inter.	Landscape

On Item 505, I-80N-5(29)204 Pendleton Section, we wish to avoid another tenative construction authorization because of failure to obtain railroad's action on the agreement, permit of entry and the approval of your plans. We insist that the P.S. & E. request be accompanied by the minimum documentation necessary to comply with PPM 30-3 which includes (1) Railroad Agreement (proposed), (2) Permit of entry and (3) approval of your plans by the railroad.

The approval of Item 506, I-80N-3(52)84 Grewery Grade, is subject to the participation Schedule in Mr. Brooks' March 30, 1967 memorandum on this project.

This action provides for improvement of 9.17 miles of Interstate Highway at a total estimated cost of $10,141,000 of which $9,355,500 is reserved as Federal-aid Interstate funds.

NOTED
F.B. KLABOE

8-9-67

REFERRED TO Young - Morgan - [illegible]
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

S-558(1)   C.O.I. Canal Bridge on   1967
FAS-330, South of bend

7100

CYA 3438

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98340

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-1[illegible]-69	CC 1171		509-1073-[illegible]7

Contract 7100
S-558(1)

Deschutes County
Deschutes County Court
Courthouse
Bend, Oregon 97701

RECEIVED
APR 17 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention:			
Honorable D. L. Penhollow, County Judge			
Final Billing: C. O. I. Canal (Trap Club Road) Bridge, [illegible] 330. Covered by agreement dated November 22, 1966.			
County advance deposit		6,400.00	
Less amount previously transferred		4,400.00	
			2,000.00
County share of construction costs		6,163.57	
Less amount previously transferred		4,400.00	
			1,763.57
[illegible] to be refunded			236.43
By			

ACK[illegible] [illegible]EST

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 1 - 1968

S-558(1)

-1100

April 1, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 5, 1968, on Contract No. 7100. The contract was with Peterson Brothers-Griffin and was for a structure on the C.O.I. Canal Bridge Section of FAS 330 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 1, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

srb jes

C

RECEIVED
APR 1 - 1968

S-558(1)

1100

April 1, 1968

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 7103 awarded to Peterson Bros.-Griffin for construction of the C.O.I. Canal Bridge on FAS 330 in Deschutes County was completed on March 5, 1968, and accepted by the Highway Commission on April 1, 1968.

Final payment in the amount of $2,007.65 will be released to the contractor after April 8, 1968. The total contract amount is $27,301.15 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Peterson Bros.-Griffin
882 Willow Avenue
Eugene, Oregon

Smith and Crakes
58 West 11th Avenue
Eugene, Oregon 97401

bc L. H. Young
C. H. Maison
Attn: John Herr

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-84	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4 7[illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-1[illegible]-[illegible]7	COUNTY Deschutes
		PROJECT NO. S-558(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

C.O.I. Canal Bridge on FAS 330, Deschutes County

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-9-67	.011
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT $ 30,503	FEDERAL FUNDS $ 19,369.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer November 16, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-358(1)

C.O.I CANAL BRIDGE ON

FAS 330, DESCHUTES COUNTY

Project Agreement Estimate.

Salem, Oregon, November 6, 1967

Type Code X080
Bridge #15453A (Sta. 1+10 to Sta. 1+70)(Contract No. 7100)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structural Excavation	450 cu.yd.	$5.00	2,250.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Class "A" Concrete (94 cu.yd.)	All Required		5,450.00
Class "B" Concrete	14 cu.yd.	30.00	420.00
4' x 30'/35' Prestressed Slabs	24 only	$575.00	13,800.00
Reinforcement (11,500 lb.)	All Required		1,850.00
Two Tube Steel Railing	118 lin.ft.	20.00	2,360.00
	Subtotal		$ 27,730.00
	10% Engr. & Cont.		2,773.00
	Total		$ 30,503.00

Length of Structure . . . . 0.011 mile

Federal Funds	$ 19,369.00
State Funds	5,567.00
County Funds	5,567.00
	$ 30,503.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

Fred W. Hill, Member
Helix

November 8, 1967

Deschutes County Court
Courthouse
Bend, Oregon 97701

C.O.I. Canal Bridge
Trap Club Road, FAS 330
Deschutes County

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $6,400 for the subject project.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:ar

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JAN 11 1968
FOR FILING
S-558(1)
7100

November 3, 1967

Peterson Bros.-Griffin
882 Willow Avenue
Eugene, Oregon

AGENDA
DEC 12 1967
3 h

Gentlemen:

The State Highway Commission on October 31, 1967, accepted your proposal for construction of the C.O.I. Canal Bridge on FAS 330 in Deschutes County for the sum of $27,730.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Deschutes County is received and the sum of $6,400.00 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7100. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 16, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

OCT 18 1967

S-558(1)

7100

October 17, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3438

Deschutes County Court
Courthouse
Bend, Oregon 97701

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the C. O. I. Canal Bridge Section of the Trap Club Road (FAS 330) in Deschutes County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM 2-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

RECEIVED
OCT 10 1967
ENGINEER
COUNTY & CITY DIVISION

October 9, 1967

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

Since discussing the matter of a "difference of opinion" with the Deschutes County Court re federal standards applying to a bridge in the Bend area, I have received a communication from County Judge D. L. Penhollow which I believe will clear up the matter.

Judge Penhollow states: "No member of the Court admits to posing any question to the Governor about the bridge width."

The Judge states in his letter that they are satisfied with the decision to build a bridge 44 feet in width, which width was arrived at after consultation with Highway Department staff people.

Apparently, this matter lost something in the translation. I believe that we are at peace with the County.

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

F-S 330
[illegible]

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON 97701

D. L. PENHOLLOW, COUNTY JUDGE
CHARLES L. PLUMMER, ROADMASTER

G. W. McCANN, COMMISSIONER
DOROTHY A. SMEAD, COMMISSIONER

NOTED
H. S. COX

RECEIVED
OCT 9 1967
ENGINEER
COUNTY & CITY DIVISION

October 6, 1967

Mr. Don Harwell
County & City Relations
Oregon State Highway
Salem, Oregon

Dear Don:

Upon returning home I have questioned the members of the Court in regards to the question asked the Governor by a member of this Court when he held his "Town Hall" meeting in Bend, re: the width of the Parrel Road bridge. No member of the Court admits to posing any question to the Governor about the bridge width.

I am sure that you know that the present structure is 18' and quite old and inadequate. The ADT on this bridge is 800 now. In projecting twenty years the manual direction is to at least double the ADT at the present. This bridge structure is to last for many years and to take care of the growth in the area and the ADT on this bridge.

This 44 feet proposed bridge width was not arrived at arbitrarily by the county, in fact, we had proposed the minimum of 32'. Upon counsel at the site with Mr. J. F. Putnam, Division Engineer, and Mr. Si Cox of County & City, it was agreed that the width should be forty-four feet.

This bridge and plans were accepted by the State Highway Commission and the Bureau of Public Roads and was advertised at least to our information, on October 5, 1967. Deschutes County tries to look ahead in our road and bridge program. Not only meeting the present needs, but also the needs for many years to come.

I am sorry that some distress may have been caused by a question that should have been asked us inasmuch as we are using our F.A.S. fund and surely could have explained it.

I appreciate your interest and courtesy and hope this letter helps explain our position and reasoning.

Best regards,

D. L. Penhollow

D. L. Penhollow
COUNTY JUDGE

DLP:lb cc: F. Cooper
F.B. Klaboe

NOTED
P. B. Arensmeier

UNREIN

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-351(1)

Highway No. FAS 330

Project Name C.O.I. Canal Bridge
on Trap Club Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Bend, Oregon, this 2 day of October, 1967.

Deschutes County
D. L. Penhollow
Judge
G. W. McCann
Commissioner
Dorothy A. Smead
Commissioner

c.c. John Oaks
C. Swenson
Ivan Merchant
Dick Chase

(11/29/66)

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

(12-7-66 150)

9-11

July 24, 1967
(date)

NOTED
H. S. COX

RECEIVED
JUL 26 1967
ENGINEER
COUNTY & CITY DIVISION

Deschutes County Court
Courthouse
Bend, Oregon 97701

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
[illegible]

- -

Highway FAS 330

Section C.O.I. Canal Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

7/25/67
(date)

By D. L. Penhallow

By G. W. McCann
Commissioner

By Dorothy A. Smead
Commissioner

NOTED
RICHARD UNREIN

7H
Duane Ridings,

NOTED
P. B. Arensmeier

NOTED
H S COX

April 14, 1967

Mr. Charles Plummer
Deschutes County Roadmaster
1507 E. 1st Street
Bend, Oregon 97701

C.O.I. Canal Bridge Section
Trap Club County Road
FAS 330

Dear Sir:

Attached you will find three original option forms in triplicate covering right of way to be acquired in connection with C.O.I. Canal Bridge Section of the Trap Club County Road in Deschutes County. This contract is scheduled for letting in September, 1967. Access is not controlled.

Enclosed for your information are copies of the authorization list and Mr. Barbee's letter of April 7, 1967.

We are attaching three prints of map number 1 R-4-283 covering this area and bearing our date of April 7, 1967.

File No.	Names	Area
41265-A	Robert E. Mitchell et ux	0.07 Acre P-1 0.03 Acre P-2
41265-B	Central Oregon Ittigation Dist.	0.06 Acre
41265-C	Calvin D. Ott et ux	0.01 Acre
41265-D	Robert Mr. Lesley et ux	0.03 Acre

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr
Encl.
Att.

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

MONTHLY TRANSACTION NO. 1-37

DATE SUBMITTED TO W. O. JAN 10 1967

FORM PR-
(REV. 4-61)

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

FEDERAL-AID PRO

(PPM 21-

CARD 2	**REPORT NUMBER** 1 (19) (20)	**PROJECT LOCATION** *(45 typewriter spaces)* Co.Rd. 1.2 Mi. S. of Bend 21 65	**ADT**	**PRESENT** 1,250	**FUTURE** 2,000 (66) (70) **YEAR** 86 (71) (72)

CARD 3	**CHARACTER OF PROPOSED WORK** *(35 typewriter spaces)* One Bridge 28 62	**NATL. FOREST** (63) (65)	**FH ROUTE NO.** (66) (68)	**SUPV AGCY** (69)	**DA CLASSIF.** (70)	**DA AREA** (71)	**EMERG. YR.** A-2 (72) (73)	**PL. AUTH YR** (74) (75)

CARD 4	**CLASS OF FEDERAL FUNDS** Secondary	**COUNTY NAME**
	NAME OF URBAN AREA 17-31	**ROUTE NO.** S **FEDERAL-AID** 330

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co.Rd. 1.2 Mi. S. of Bend (0.3 Mi. E. of Jct. with FAP 4) /C.O.I. Canal (Trap Club Rd.) Bridge/			
5					**ROW**					
5	30			3	**CONST** (CODE) X080	4		0.011	40,000	24,000

CARD 1	**CODE** 1	**PREPARED BY**	**PROJECT TOTALS**	0.011	40,000 (16) (23)	24,000 (24) (33)
1	14	**PROGRAM APPROVAL DATES**				

[illegible]

JAN 1967

CEIVED
JAN 1 1 1967
ENGINEER
UNTY & CIT DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 1,250	FUTURE 2,000 (66) (70)	YEAR 86 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 965 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-2 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 558(1) 7	SEQ. NO. 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Deschutes CODE 017 (14) (16)

ROUTE NO. S FEDERAL-AID 330 (32) STATE Co.Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Construct one prestressed concrete slab br. length 60', H.C. 44'.
0.011	40,000	24,000	8,000	8,000 (Co.)	ROW-100' Min.; Access Control-None; Parking Restrictions-None.
0.011	40,000	24,000	8,000	8,000 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Relocation Assistance -- None involved.

C.O.I. CANAL (TRAP CLUB ROAD) BRIDGE

PROJECT S-558(1)

Existing Facilities

One timber bridge (#15453), length 45', H.C. 20'. Approaches have two 10' lanes. Oil mat surface with 6' shoulders.

Adjacent Sections

East End: Two 10' lanes oil mat surface with 6' shoulders.
West End: Same as east.

Project Data

Construct bridge - prestressed, slab deck with curb and metal railing, length 60', H.C. 44'. County will construct the approaches, two 12' lanes oil mat surface with 10' shoulders.

Right of Way:	100' Minimum.
Access Control:	None.
RR Xing:	None.
Minimum Design Standards:	None.
System Action:	Not required.
Public Hearing:	Not needed.
Unusual or Complicated Situations:	None.
Route Data:	Serves a growing residential area, farming area, Bend Trap Club, golf club, and is school bus and mail route. No previous projects on this route.

NOTED
F. B. KLABOE

RECEIVED
JAN 13 1967

S-558(1)
7100

1-9-67

FORM PR-48
(REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	1/9/67
BY *(Signature)*	Mr. Young's Dec. 27, 1966 letter
TITLE	

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM *(Check one applicable)*: ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 — ITEM NOS. ______ THRU ______

STAGE 2 — ITEM NOS. 965 THRU 968

PROJECT CLASS	Stage 1 NO. OF ITEMS	Stage 1 LENGTH *(Miles)*	Stage 1 TOTAL EST. COST	Stage 2 NO. OF ITEMS	Stage 2 LENGTH *(Miles)*	Stage 2 TOTAL EST. COST	FEDERAL FUNDS
HPS							
RWY-HWY							
HIGHWAY				4	0.868	725,000	435,000
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				4	0.868	725,000	435,000

REMARKS

Item	Project	Location
965	S-558(1)	C.O.I. Canal (Tr Club Rd) Bridge
966	S-557(1)	Wolf Hollow (Roc Creek) Bridge
967	SU-441(7)	Willamette R. (B Line Rd) Bridge
968	SU-288(3)	Elm St.-17th St. (McMinnville)

RECOMMENDED

DATE	
SIGNATURE	
TITLE	

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

RECEIVED
OFFICE OF
STATE [illegible]

orig to Young
1-12-67

APPROVED

DATE	1/9/67
SIGNATURE	T. Dec T. Dec
TITLE	Engineering Coordinator

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

Item 967 - Please note project number change. This project is considered as satisfactorily complying with paragraph B-2 of IM 50-2-65.

Item 968 - Execution of the project agreement shall be subject to our receipt of a satisfactory city agreement.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisio of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reason thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

USCOMM-DC 41180-P62

12/23/66
(date)

FEB #14

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 330

Section C.O.I.. Canal Bridge: Structure FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

12/29/66
(date)

By D. L. Penhollow

By G. F. Baker
Commissioner

By G. W. McCann
Commissioner

NOTED
MAINOR C. HOLMES

Copy to S H Young
Attention D. Ridings

NOTED
R. H. PRANGE

SAFETY PROJECT No

MEMO TO R. N. CHASE Date December 21, 1966 (Supersedes 12/5/66 Memo)

FAS 330, DESCHUTES COUNTY: C.O.I. Canal (Trap Club Road) Bridge SECTION

TERMINI: 0.03 mile east of the junction of The Dalles-California Hwy. (FAP 4).

PROPOSED WORK: Bridge.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

PROJECT LENGTH: 0.011 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$40,000	$24,000	$8,000	$8,000	

EXISTING FACILITIES: One timber bridge (#15453), length 45', H.C. 20'. Approaches have two 10' lanes. L.T. pavement with 6' shoulders.

ADJACENT SECTIONS:
[redacted]/EAST END: Two 10' lanes L.T. pavement, with 6' shoulders.

[redacted]/WEST END: Same as east.

PROJECT DATA: Construct bridge - prestressed, slab deck with curb and metal railing, length 60', H.C. 44'. County will construct the approaches, two 12' lanes L.T. pavement with 10' shoulders.

RIGHT-OF-WAY: 100' minimum.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION Not required.
PUBLIC HEARING: Not needed.

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Serves a growing residential area, farming area, Bend Trap Club, golf club, and is school bus and mail route. No previous projects on this route.

ER:mm

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Prefix 500-1435
Date 12-13-66

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S-5788(1)

Section C.O.I. CANAL BRIDGE Highway F.A.S. 330 County DESCHUTES
Res. Engr. R. H. Clark Approx. Length 0.09 Miles. Sta. ______ to Sta. ______

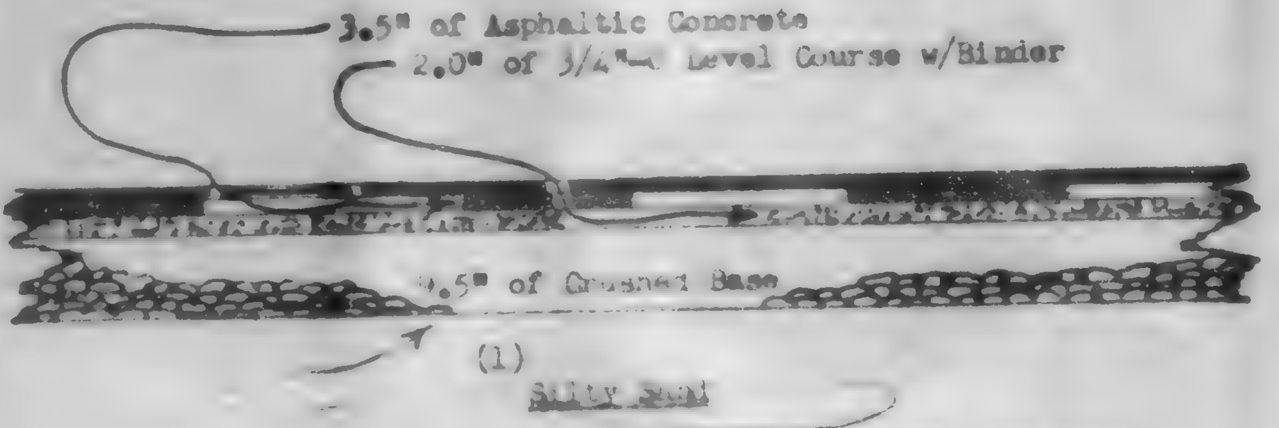
Truck A.D.T. 81 Traffic Coefficient 7.8 18 kip s.a. per day 56.8.
Annual Precipitation 11"± Frost Penetration *30"±.

CBE Total Req	7/10.0	Actual	
	7.0	3.5	A.C.
	2.0	2.0	L.C.
	9.5	9.5	Cr. Base
	18.5	[illegible]	

(1)
Typical Soil
LL
PI
94 %P 10
3 %P200
%Gravel
% C Sand
% F Sand
% Silt
% Clay
"R" Value
[redacted]

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder
9.5" of Crushed Base
(1)
Silty Sand

*The bottom course base has been increased until the total actual thickness is equal to one half the reported depth of frost penetration.

Should an O-11" Oil Mat be used in lieu of the Asphaltic Concrete, the actual total thickness of the structure should be 15.0".

NOTED
F. B. KLABOE

12-13-66

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by for Staff Assistant
Recommended by O. A. White Engineer of Materials
Recommended by S. L. Becker Construction Engineer
Approved by Asst. State Highway Engineer

SECTION: C.O.I. CANAL BRIDGE
HIGHWAY: F.A.S. 330
COUNTY: DESCHUTES

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ______

A. Present ADT 1250 (Total)
B. Future ADT 2000 (Total)
C. Mean ADT 1625 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 2
F. Percent Trucks 10 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= .05 x (C) 1625 = 81
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 81 x (H) 100 % = 81

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669
= 7.8

SECTION: C.O.I. CANAL BRIDGE

HIGHWAY: F.A.S. 330

COUNTY: DESCHUTES

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as there is no P.C.C. in the immediate area. See Item 6.

DESCHUTES COUNTY
PROPOSED PROJECT (1967 Funds) REVISION

FAS 330, Trap Club Road: C.O.I. Canal Bridge; grade, pave, and structure; 0.1 mile; $60,000. (Project amount approved 11/22/66 was $40,000.)

State to make survey and vicinity map. Structure to be 44 feet wide, with no sidewalks, prestressed, precast, slab deck with curb and metal railing. County will construct and maintain a detour. Grade and pave from The Dalles-California Highway (FAP 4) to Parrell Road junction, curbs on south side of road east from end of bridge to junction of Parrell Road. State to make up options for the additional right-of-way. State has made foundation tests.

December 21, 1966

NOTE: The day the Highway Commission approved this revision (12/19/66), the County requested that only the structure be done by the contractor. The County will do the grading and paving.

HR

Hal Reynoldson, Planning Engineer
County & City Division

66-i (Revises Tab. 66-g approved 11/22/66 by Hwy. Comm. via Tab. 66-h)

12/2/66

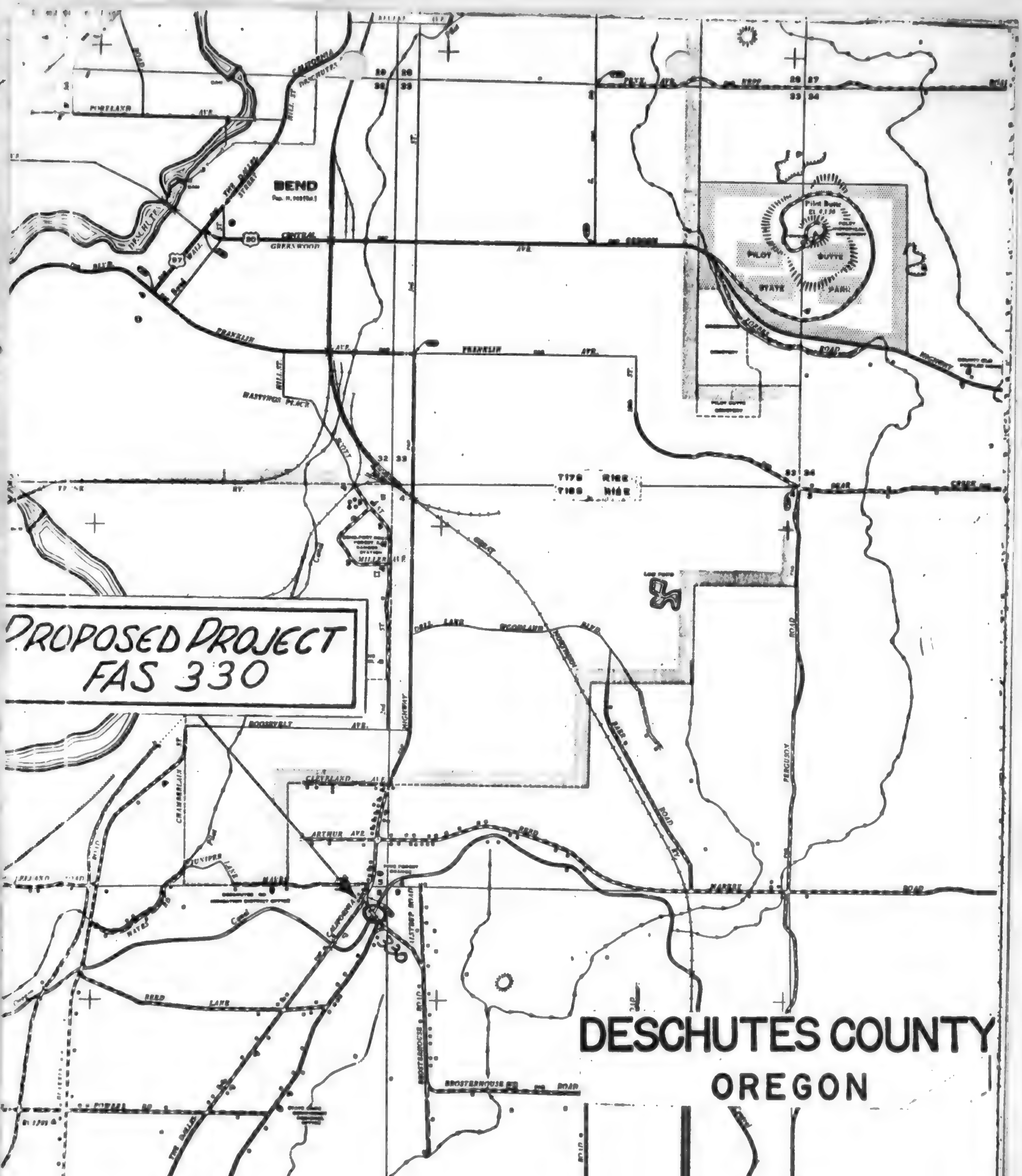
DESCHUTES COUNTY
PROPOSED PROJECT (1967 Funds)

FAS 330, Trap Club Road; C.O.I. Canal Bridge, $40,000.

This structure will be over the Main C.O.I. Canal and will have a 32-foot clear roadway, with no sidewalks, with prestressed, precast, slab deck, with curb, wall, and metal railings. Road will be closed during construction. County will construct and maintain a detour. The contractor will construct approaches and connections to structure.

HIWAY COMMISSION
APPROVED ON
NOV 22 1966

66-g
10/3/66


PROPOSED PROJECT
FAS 330
DESCHUTES COUNTY
OREGON
BEND
PORTLAND AVE.
CALIFORNIA
DESCHUTES
WALL ST.
HILL ST.
CENTRAL
GREENWOOD AVE.
FRANKLIN AVE.
HASTINGS PLACE
PILOT BUTTE STATE PARK
T17S R12E
T18S R12E
MILLER
DELL LANE
WOODLAND
ROOSEVELT AVE.
CLEVELAND AVE.
ARTHUR AVE.
CHAMBERLAIN ST.
JUNIPER
HIGHWAY
FERGUSON ROAD
RAYMOND ROAD
BEND LANE
BROSTERHOUS RD.
BROSTERHOUS ROAD
BEAR CREEK
97
20
330

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ENGINEER
COUNTY DIVISION

BRIDGE PROJECT REQUESTED BY DESCHUTES COUNTY Date 9-23-66

Is this to be a County project? ___Yes ___No
Is this to be an FAS-C project? _x_Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Trap Club Road

FAS Number 330

2. Name of river or stream Main C. O. I. Canal

3. Name of bridge ______

4. Location (Please attach map with location marked):

Section 8 Township 18 S Range 12 E W.M.

5. Desired width of bridge (Width of traveled way on FAS structures shall be 32' unless specified otherwise by County): 44'

6. Are sidewalks desired? ___Yes _x_No

7. Width of sidewalks ______

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? _x_Yes ___No

If "Yes," explain type desired: Pre Stressed, Pre Cast, Slab Deck, with Curb, Metal Railings

11. Will County furnish any materials for bridge? ___Yes ___No

Explain: ______

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? _x_Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes _x_No

14. Will County furnish foundation data? ___Yes _x_No

(ccr-61-a, Rev. 1966)

*15. Does County wish State Highway Department to make foundation tests at County expense? _x_Yes ___No

16. Can road be closed during construction? _x_Yes ___No

17. Will detour be required? _x_Yes ___No

18. Will detour be constructed and maintained by County? _x_Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? ___Yes _x_No

21. Will contractor construct approaches or connections under contract? _x_Yes ___No

22. State width of traveled roadway: 24' Width of shoulders: 10'

23. Will additional right-of-way be required? _x_Yes ___No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed _x_, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? _x_Yes ___No

26. Will old bridge remain in place? ___Yes _x_No

27. Will old bridge be removed by contractor? _x_Yes ___No

28. Will old bridge be removed by County? ___Yes _x_No

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? _x_Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? _x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _x_No

33. Does County wish complete job of illumination in project? ___Yes _x_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes x No Size__________

(b) Sanitary sewer mains: ___Yes x No Size__________

(c) Storm sewer: ___Yes x No Size__________

(d) Gas mains: ___Yes x No Size__________

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? none

35. What is desired date for letting? February, 1967

Remarks__________

By D.L. Penhollow
County Judge or Comm. Chairman

By G.F. Baker
County Commissioner

By G.W. McCann
County Commissioner

By Charles L. Plummer
County Engineer or Roadmaster

COUNTY DESCHUTES

Date November 28, 1966

CMA 3438

F-205(16) Klamath Falls-Green 1967
Springs Interch. Sec., of The
#7101 Dalles-Calif. Hwy. (Grad, Pav, Sign)

A4R
467

R. R. 597
C&A 3528

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F-205 (16)
7101

July 13, 1970

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $409.09 will be made to Slate-Hall and Hamilton Construction Company on Contract No. 7101 for grading, paving, structures, and signing on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,127,332.60 including the post-final payment. Of the total $12,541.23 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Great American Ins. Co.
2030 9th Avenue
Seattle, Washington 98121

Seaboard Surety Co.
100 William Street
New York 38, New York

Slate-Hall and Hamilton Construction Co.
7805 S. W. 40th Avenue
Portland, Oregon 97219

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr J. F. Putnam

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MAR 17 1970

FOR FILING

F-205(16)

7101

March 17, 1970

Wells-Bond-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

United Pacific Insurance Company
P. O. Box 1116
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $100 will be made to Slate-Hall and Hamilton Construction Company on Contract No. 7101 for work on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,126,923.51 including the post-final payment. Of the total $12,541.23 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Slate-Hall
and Hamilton Construction Co.
7805 S. W. 40th Avenue
Portland, Oregon 97219

Seaboard Surety Co.
100 William Street
New York 38, New York

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

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MAR 16 1970

3-5-70

STATE COPY

cc: OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC
Schultz, Area Engr

F 205(16)
7101

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

ja

REGION NO. 8	REPORT NO. 8	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 3/5/70	REPORT MADE BY O.F. Baldwin, Jr., Asst Area Engr		PROJECT NO. F-205-(16)
COMPLETION DATE 9-11-69	ACCEPTANCE DATE BY CONTRACTING AGENCY 10-16-69	TIME ELAPSED 100%*	CONTRACT TIME 415 Cal Days
APPROVED EXTENSIONS 17 Calendar Days	LOCATION ~~A Section of US97 between Link River and Greensprings~~ Junction south of Klamath Falls, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work.*

*Time elapsed was computed based on days work divided by contract time plus approved extensions.

F.B. KLABOE

KLAMATH FALLS - GREEN SPRINGS INTERCHANGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving, Structures, and Signing

The 17-day extension was approved by letter dated September 18, 1969. The extension was granted due to the extra work involved in the construction of an extra exit ramp and the addition of an illuminated sign at the interchange. No liquidated damages were assessed.

A statement of overruns and underruns is attached to the Division office copy of this report. These were satisfactorily explained and were not considered unusual. The total contract amount of $3,098,563.25 was underrun insignificantly by less than 1%. Price agreements and extra work orders amounted to $95,229.36.

(more)

sig cc to Morgan 3-11-70

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MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. SCHULTZ J. R. Schultz		SIGNATURE Final signed by E. Simpson sion Engineer R. E. Simpson	
TITLE Area Engineer	DATE 3-5-70	TITLE Division Engineer	DATE 3-5-70

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED
UNTIL SUPPLY IS EXHAUSTED.

The materials certificate required by paragraph 13 of PPM 20-6.2 is attached to the Division copy of this report. It was noted that the contractor was assessed a penalty for the nonspecification 60-70 pen. A.C. material discussed in Inspection Report No. 7.

placement here required extra effort and care in working around the immediate vicinity of the structure. It was apparently not a backfilling operation by definition as it had not been excavated in the first instance, so there was no filling back. We understand the material used for this purpose was, in fact, general excavation material, so the work here appears to be covered by Section 102-3.8(b). If you claim is for removal and replacement of material based on some mis-direction or improper staking by our people, we would gladly look into this further. Up to now, we cannot confirm that this is the case. If the claim is merely for the original placement of the fill in this area, we do not believe any extra compensation is due.

From the information now available, we must respectfully reject both claims. We would be glad to review our file on these matters with you if you wish.

Very truly yours,

Forrest Cooper
State Highway Engineer

By FD Morgan
F. D. Morgan
ConstructionEngineer

JAB:fw

bc: F. B. Klaboe - 3140-FBK
J. F. Putnam

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Routing
Morgen
Decker
Bond
Boehme
Pease
Swan
Glenn
Litchfield

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CONSTRUCTION
DIVISION

SKILL, INTEGRITY RESPONSIBILITY

FRED H. SLATE CO.
OREG. LTD.
7805 S.W. 40TH AVENUE
P.O. BOX 19238
PORTLAND, OREGON 97219
AREA CODE 503 246-4217

E. C. HALL CONSTRUCTION CO.
11655 S.W. BARBUR BLVD.
PORTLAND, OREGON 97223
AREA CODE 503 639-1116

HAMILTON CONSTRUCTION CO.
P.O. BOX 1376
EUGENE, OREGON 97401
AREA CODE 503 343-2571

A JOINT VENTURE DOING BUSINESS AS
SLATE-HALL-HAMILTON
GENERAL CONTRACTORS
In reply address correspondence to:
7805 S. W. 40th Avenue
Portland, Oregon 97219
November 21, 1969

9580

REFERRED TO
Admin.
BY SECRETARY

Re: Klamath Falls-Green Springs
Interchange
Contract No. 7101
Claim

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

In accordance with the provisions of paragraph 9-16 of the Standard Specifications 1964, claim is hereby presented for the following on the above contract:

1. Claim regarding Item #13 - Furnishing and Placing Topsoil	$ 997.50
2. Claim for additional work for backfilling G. S. Bridge End Sta. 238 on L - line	830.20
Total Claim	$ 1827.70

Documentation for each claim is attached hereto.

Very truly yours

SLATE-HALL & HAMILTON CONSTRUCTION CO.

Elton D. Slate

Elton D. Slate
Partner

EDS:m
Encl.

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NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Pease
Swan
Glenn
Litchfield

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CONSTRUCTION DIVISION

SKILL, INTEGRITY, RESPONSIBILITY

FRED H. SLATE CO.
OREG. LTD.
7805 S.W. 40TH AVENUE
P.O. BOX 19238
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PORTLAND, OREGON 97223
AREA CODE 503 639-1116

HAMILTON CONSTRUCTION CO.
P.O. BOX 1376
EUGENE, OREGON 97401
AREA CODE 503 343-2571

A JOINT VENTURE DOING BUSINESS AS
SLATE-HALL-HAMILTON
GENERAL CONTRACTORS
In reply address correspondence to:
7805 S. W. 40th Avenue
Portland, Oregon 97219

November 21, 1969

9580

REFERRED TO
Admin
BY SECRETARY

Re: Klamath Falls-Green Springs
Interchange
Contract No. 7101
Claim

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

In accordance with the provisions of paragraph 9-16 of the Standard Specifications 1964, claim is hereby presented for the following on the above contract:

1.	Claim regarding Item #13 - Furnishing and Placing Topsoil	$ 997.50
2.	Claim for additional work for backfilling G. S. Bridge End Sta. 238 on L - line	830.20
	Total Claim	$ 1827.70

Documentation for each claim is attached hereto.

Very truly yours

SLATE-HALL & HAMILTON CONSTRUCTION CO.

Elton D. Slate

Elton D. Slate
Partner

EDS:m
Encl.

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NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Klamath Falls-Green Springs
Interchange
Contract No. 7101

CLAIM NO.1

BASIS OF CLAIM ON ITEM 13 - FURNISHING AND PLACING TOPSOIL

Contract Quantity	23,300 c.y.
Net Quantity on Plans	21,200 c.y.
Paid on Estimate	20,762.9 c.y.

The basis for claim on this item involves two basic facts:

A. Truck measure of topsoil placed in stockpile prior to placement was 22,820 cubic yards based on billings from Asphalt Paving for trucking performed. Actually the total yardage was in excess of this figure.

B. Yardage shown on tickets received varied from total claimed. See exhibit 1. This is the result of allowance of less than the rate capacity of 20 c.y. per truck later allowed. We enclose pictures indicating loaded trucks. Exhibit 2. From July 22 on 20 c.y. per truckload was allowed rather than the lesser yardage per truck previously allowed.

Claimed Total	21,427.9 c.y.
Paid total	20,762.9 c.y.
Difference	665 c.y.

665 c.y. @ Bid Price 1.50 per c.y. Amount of Claim $ 997.50

The claimed total yardage is consistant with both the Net Quantity shown on the plans and with the stockpile total.

R[illegible]
OREGON
STATE HIGHWAY COMMISSION

Klamath Falls-Green Springs
Interchange
Contract No. 7101

EXHIBIT 1 TO CLAIM 1

Topsoil	State Tickets c.y.	Claim c.y.
June 25 and 26	218.5	218.5
July 1	1968	1980
July 2	1516	2040
July 3	1408	1540
July 16	454	460
July 22	760	760
August 9	33	33
August 26	980	980
August 27	768.9	769.9
August 28	1220	1220
October 8	1160	1160
October 9	1160	1160
October 10	2160.5	2160.5
October 11	1620	1620
October 17	82.5	82.5
October 18	33	33
September 13	1340	1340
September 16	640	640
September 18	820	820
September 20, 25, 26	1560	1560
September 30	850.5	850.5
	20,752.9	21,427.9

We are unable to reconcile our total of 20,752.9 cu. yds. on tickets with 20,762.9 cu. yds. on final estimate.

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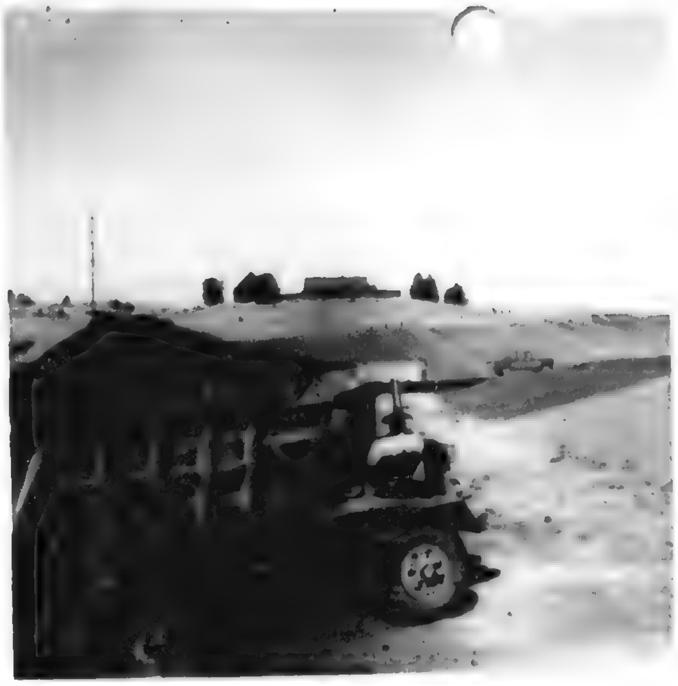
STATE HIGHWAY COMMISSION



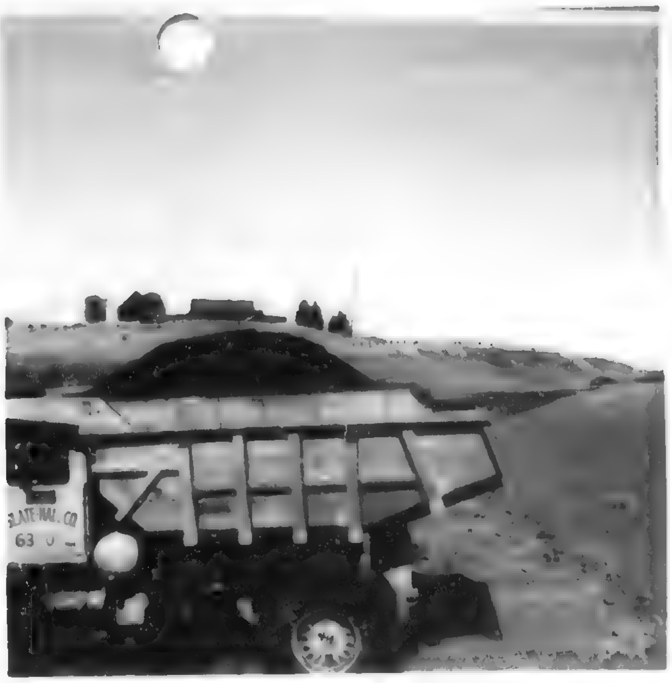
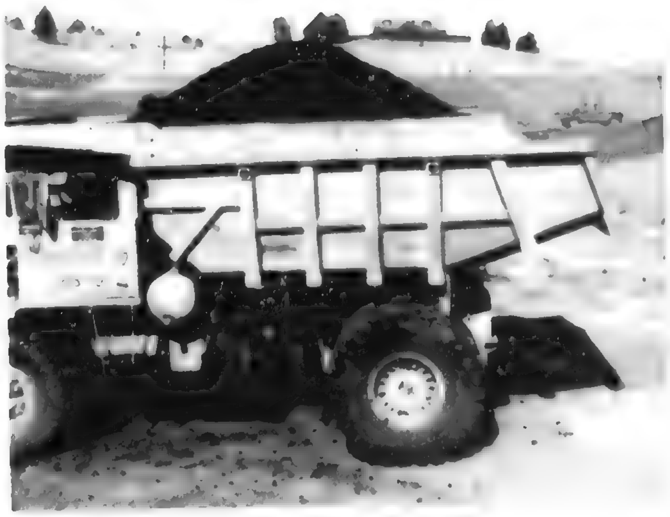
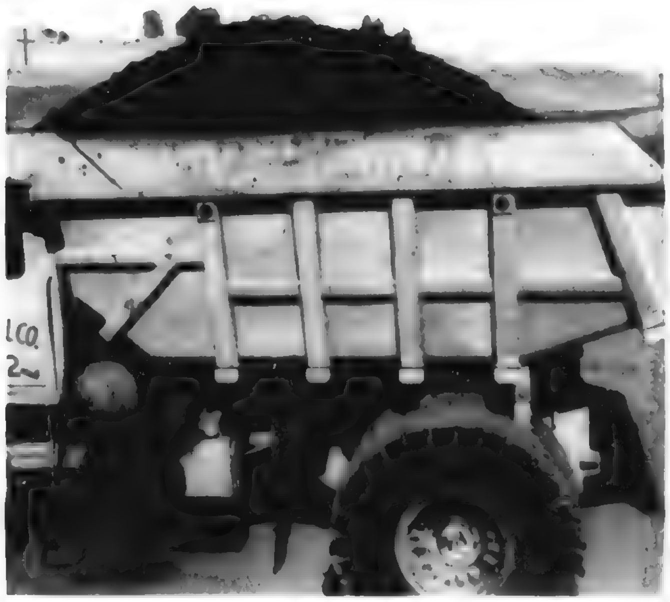
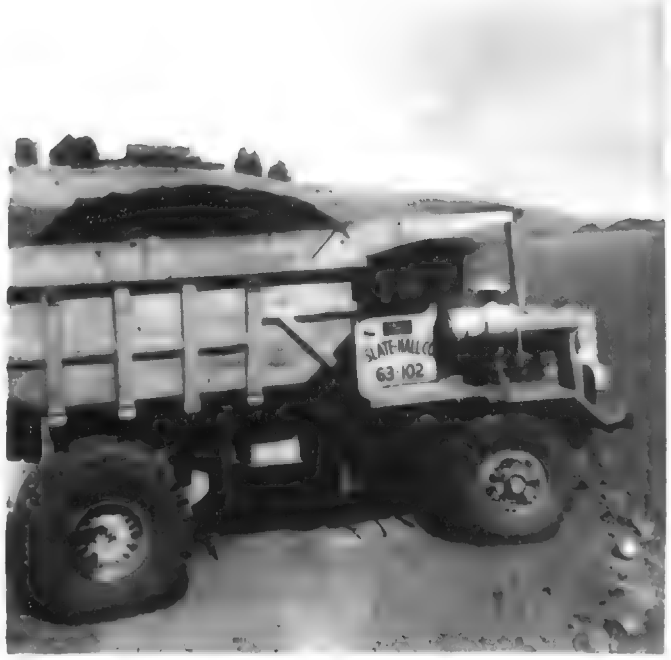


EXHIBIT 2 to CLAIM 1







Klamath Falls-Green Springs
Interchange
Contract No. 7101

STATEMENT ON CLAIM No. 2

Due to difficulty experienced by the State on at least three different occasions in staking bridge spinner on a skew we were required to redo excavation, backfill and reshape fill slopes.

We feel that we should be compensated for performing the same work several times for a situation beyond our control.

We have computed this work at force account rates and have only claimed one additional operation although at least two were involved.

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NOV [illegible] 1960
OREGON
STATE HIGHWAY COMMISSION

FORM NO. E-385

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE November 20, 1969

2. CONTRACT NO. 7101

3. EXTRA WORK ORDER NO. CLAIM NO. 2

4. NAME AND ADDRESS OF CONTRACTOR
Slate-Hall
7805 S. W. 40th Avenue
Portland, Oregon 97219

5. DESCRIPTION OF WORK

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Per Form E-385A	July 11 & 12, 1968	$ 456.68	
		$	
		$	
		$	
		$	$ 456.68
7. EQUIPMENT RENTALS			
Per Form E-385C	July 11 & 12, 1968	$ 373.52	
		$	
		$	
		$	
		$	$ 373.52
8. MATERIALS AND SUPPLIES			
		$	
		$	
		$	
		$	
		$	$
9. TRANSPORTATION SUBSISTENCE, ETC.			
		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 830.20

APPROVED— RESIDENT ENGINEER	10. PREFIX NO.	11. SIGNATURE
APPROVED— DIVISION ENGINEER	12. SIGNATURE	

FORM E-385-A
REV 1-69

OREGON STATE HIGHWA EPARTMENT
FORCE ACCOUNT NVOICE

—LABOR—

FOR THE PERIOD ENDED July 31 19 68

NAME AND ADDRESS ONTRACTOR
Slate-H 1
7805 S W 40th Avenue
Portland, Oregon 97219

2. DESCRIPTION OF WORK
C

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	2
(1)	M. Dickerson	General Laborer	OT																					
			ST											8	8									
(2)	R. Mitchell	General Laborer	OT																					
			ST											8	8									
(3)	T. Payne	General Laborer	OT																					
			ST											8	8									
(4)	C. C. Staggs	Backhoe Operator and Tractor Op. 0/50 hp	OT																					
			ST											8	8									
(5)	J. Wiles	Tractor Op. 0/50 hp and Vib. Roller Op.	OT																					
			ST											1	8									
(6)			OT																					
			ST																					
(7)			OT																					
			ST																					
(8)			OT																					
			ST																					
(9)			OT																					
			ST																					
(10)			OT																					
			ST																					
(11)			OT																					
			ST																					
(12)			OT																					
			ST																					

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		4.4 %
9. ACCIDENT INSURANCE—BASE RATE	4.21 %	
10. LESS REDUCTION RATE	%	4.21 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.7 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	.4 %	3.1 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		11.71 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM

CRAFT
15. Operating Engineers
16. Laborers
17.

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20

20. TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FO
* "FRINGE BENEFITS" INCLUDES HEALTH AND WELFARE, PENSIONS, APPRENTICE TRAINING, C.I.A.F., ETC.

ONTRACTOR	2. DESCRIPTION OF WORK	3. DAT	PAGE OF
.1	CLAIM NO. 2	November 20, 1969	
Y 40th Avenue		4. CONTRACT NO. 7101	
, Oregon 97219		5. EXTRA WORK ORDER NO. CLAIM NO. 2	

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
	O T																																		$	
	S T											8	8																				16	4.30	$ 68.80	$ 68.80
	O T																																			
	S T											8	8																				16	4.30	68.80	68.80
	O T																																			
	S T											8	8																				16	4.30	68.80	68.80
	O T																																			
	S T											8	[illegible]																				8	5.76	46.08	46.08
d	O T																																			
	S T											1	8																				9	5.76	51.84	51.84
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6. TOTAL HOURS 65

7. TOTAL LABOR $ 304.32

4.4 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) $ 35.64

	CRAFT	*FRINGE BENEFIT TOTAL	NO. OF HOURS	AMOUNT
15.	Operating Engineers	61¢	17	10.37
16.	Laborers	63¢	48	30.24
17.				

4.21 %

$ 40.61

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17 $ 380.57

3.1 %

19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18) FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20% $ 76.11

11.71 %

20. TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN $ 456.68

N WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.
WELFARE, PENSIONS, APPRENTICE TRAINING, C.I.A.F., ETC.

FORM X-385C

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED July 31 19 68

1. NAME AND ADDRESS OF CONTRACTOR
Slate-Hall
7805 S. W. 40th Avenue

2. DESCRIPTION OF WORK

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1) D-8 Cat	46A W/dozer											2	2									
(2) Case Backhoe	580											6	2									
(3) Raygo Rascal	350 Vib. Roller											1	4									
(4) Compressor	210											8	6									
(5) Ingersoll Tamper	Size 34											8	6									
(6) Ingersoll Tamper	Size 34											8	6									
(7) Whacker Tamper	Model GVR 100												6									
(8)																						
(9)																						
(10)																						
(11)																						
(12)																						
(13)																						
(14)																						
(15)																						
(16)																						
6. TOTAL RENTAL																						

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
0th Avenue		November 20, 1969	
		4. CONTRACT NO. 7101	
		5 EXTRA WORK ORDER NO Claim No. 2	

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
											2	2																				4	25.20	$ 100.80
											6	2																				8	4.95	39.60
											1	4																				5	15.40	77.00
											8	6																				14	5.10	71.40
											8	6																				14	.90	12.60
											8	6																				14	.90	12.60
												6																				6	1.80	10.80
																																		$ 324.80

7. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 6)	$ 48.72
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$ 373.52

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OCT 31 1969
FOR FILING

F-265(2A)
7101

October 31, 1969

[illegible] Co.
[illegible] Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7101 awarded to Slate-Hall and Hamilton Construction Co. for grading, paving, structures and signing on the Klamath Falls-Green Springs Interchange Section of the Dalles-California Highway in Klamath County was completed on September 11, 1969, and accepted by the Highway Commission on October 30, 1969.

Final payment in the amount of $154,505.73 will be released to the contractor after November 7, 1969. The total contract amount is $3,126,843.51 including $12,541.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Slate-Hall and
Hamilton Construction Co.
7805 S.W. 40th Avenue
Portland, Oregon 97219

Great American Insurance Company
Seaboard Surety Company, New York
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

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OCT 31 1969
FOR FILING

F-205 (16)
7101

c

October 30, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 11, 1969, on Contract No. 7101. The contract was with Slate-Hall and Hamilton Construction Company and was for grading, paving, structures and signing on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective October 30, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
L. H. Young
F. D. Morgan
J. F. Putnam

srb fn

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OCT 21 1969
FOR FILING

F-205(16)
7101

October 17, 1969

Slate-Hall and Hamilton
Construction Company
7805 S. W. 40th Avenue
Portland, Oregon 97219

Contract 7101
Prefix 18-1015
FAP F-205(16)

Gentlemen:

The Bureau of Public Roads has made the final inspection of work performed under Contract No. 7101, Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the Resident Engineer prior to the State Highway Commission acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:fw

bc: R. L. Porter
I. D. Merchant
F. D. Morgan

F-205(16)

FORM E-1 (REV 12-64) 7101

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Klamath Falls-Green Springs Interchange

WEEK ENDING: October 11, 1969

SECTION PREFIX: 18-1015

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Klamath Falls-Green Springs Interchange

KIND OF WORK: Grading, Paving, Structures & Signing

CONTRACTOR: Slate-Hall & Hamilton Construction Co.

CONTRACT NUMBER: 7101

FEDERAL AID PROJECT NUMBER: F-205(16)

DATE OF CONTRACT: November 8, 1967

DATE WORK STARTED: November 13,1967

ESTIMATED COMPLETION DATE: September 11, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: -

WORK DAYS USED: -

SPECIFIED CALENDAR DAYS: 415

CALENDAR DAYS USED: 432

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 104

PROJECT AUTHORIZATION: $3,526,946.15

EXCLUSIVE OF ENGINEERING: $3,276,141.09

ENGINEERING AUTHORIZATION: $250,805.06

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,276,141.09

ENGINEERING COST TO DATE: $329,967.06
This week 208.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 132 %

DATE PROJECT WAS COMPLETED: September 11, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
100	100	100	100	100	100	100

	GRADING	Incl. PMBB SURFACING	Agg. Prod. MAINTENANCE MATERIALS	AC Agg. Prod OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.29	2.29	-	-	2.29
MILES PARTIALLY COMPLETED	2.29	2.29	-	-	2.29
MILES COMPLETED	2.29	2.29	-	-	2.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)	756,000 c.y.	213,900 ton	213,900 ton	30,500 ton	33,250 ton
TOTAL QUANTITIES CORRECTED TO DATE	727,721 c.y.	195,509 ton	195,509 ton	30,500 ton	37,006.8 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	727,721 c.y.	195,509 ton	195,509 ton	30,500 ton	37,006.8 ton
AVERAGE DAILY QUANTITIES	0 c.y.	0 ton	0 ton	0 ton	0 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 c.y.	0 ton	0 ton	0 ton	0 ton
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None Used

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9692	9693	9694					
PERCENT	100	100	100					

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt.Cloudy-cool	0	0	Project Completed
MONDAY	Pt.Cloudy-fair	0	0	" "
TUESDAY	Pt.Cloudy-fair	0	0	" "
WEDNESDAY	Cloudy-rain	0	0	" "
THURSDAY	Cloudy AM Showers PM	0	0	" "
FRIDAY	Pt.Cloudy-cool	0	0	" "
SATURDAY		0	0	" "

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity. Mr. Putnam, Division Eng'r. was in office today. Also Mr. Morgan, Const. Eng'r. was in office today.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

No activity. Project completed.

Office personnel worked Monday through Wednesday morning; completed preparation of semi-final estimate Wednesday and submitted to Division Office Wednesday PM.

Mr. Morgan, Const. Eng'r. and Mr. Putnam, Division Eng'r. were in office Tuesday of this week.

PROJECT COMPLETED
FINAL REPORT

SIGNED W. Reid Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

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NOV 1 - 1969

FOR FILING

F-205(14)
7101

October 1, 1969

Agenda
3i - 4

Slate-Hall
and Hamilton Construction Co.
7805 S. W. 40th Avenue
Portland, Oregon 97219

Gentlemen:

The State Highway Commission at its meeting on September 30 considered your request for an extension of 45-calendar workdays on Contract No. 7101 for work on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

The Commission granted you an extension of 17-calendar workdays, which will eliminate all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj
cc F. D. Morgan
V. E. Skoog
J. F. Putnam
W. R. Meritt
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 18, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Interchange Section
Time Extension

In your September 8 letter you recommended extending contract time on the subject project by 17 calendar work days.

The contractor requested 45 additional days; however, you felt that 17 would suffice and that they were easily justifiable due to extra work.

I concur in extending the contract time by 17 calendar work days on this project.

copies to 9-22-69
Skog - Morgan
BY ASST STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7101 Contractor Slate-Hall and Hamilton Construction Co.

Highway The Dalles-California

Section Klamath Falls-Green Springs Interchange

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 17 days for Price Agreements added to the contract.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. z 7101

Project designation F-205(16) State-Federal

Date awarded Nov. 8, 1967

Work started Nov. 13, 1967

Per cent completed 99 7-19-69 Date

No. of Workdays Allowed 415

No. of Workdays Used To 7-19-69 - 425

No. of Added Workdays Requested 45

SP*8206-784

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 415 days to 460 days, within which to complete our Contract No. 7101, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Under provisions of article 8-8 pertaining to additions, errors, omissions and changes in plans and quantities.
2. Price Agreement 6 which materially added to the work.
3. Sign material on Price Agreement 13 which is still not obtainable from supplier by a specified date.

Respectfully submitted,

SLATE-HALL & HAMILTON CONSTRUCTION CO.
Contractor

By Elton D. Slate
Partner

CONSENT OF SURETY

Date JULY 9, 1969

We, GREAT AMERICAN INSURANCE COMPANY, and, SEABOARD SURETY COMPANY, and,

UNITED PACIFIC INSURANCE COMPANY, as Co-Sureties,

~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
Attorney-in-fact

SEABOARD SURETY COMPANY
BY:
Attorney-in-Fact

UNITED PACIFIC INSURANCE COMPANY
BY:
Attorney-in-Fact

Countersigned: WELLS-REED-WOOD-WEST Co.
By: Resident Agents

Countersigned: HANSEN&ROWLAND, INC, (of Oregon)
(SEAL)
By: Asst. Secy Resident Agents

Countersigned: HANSEN&ROWLAND, INC (of Oregon)
By: Asst. Secy Resident Agents

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 4, 1969

SUBJECT: Extension of Time
Klamath Falls-Green Springs
Interchange Section
The Dalles-California Highway
Contract No. 7101

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Slate-Hall and Hamilton Construction Company, joint contractors on the subject project, have requested a time extension of 45 calendar workdays based on work added to the contract.

The project was placed under a stop work order on July 23 with the regular contract virtually completed but awaiting completion of some guardrail work mostly related to a late Price Agreement change to conform to revised guardrail plans. They are still awaiting delivery of some hardware items for fastening the rail to structure ends. At the time of the stop work order, 428 days had accrued and the original contract allowed 415 days, so this project now stands with 13 days liquidated damages at $300 per day or $3,900.

During the life of the project there have been 16 Price Agreements and 7 Extra Work Orders. Thecontractor refers to only two of the Price Agreements in his request; Price Agreement No. 6 (which was non-participating) which added a northbound exit ramp (MD Line) in the amount of $51,251, and Price Agreement No. 13 which added an illuminated sign at the Green Springs Interchange at a late date. The Resident Engineer has made a detailed analysis of the time worked on these two orders showing work performed on them on 51 days at various times during the contract. This converts to 71 calendar workdays, but obviously, the contractor had other work in progress during this time. The overall contract payment will overrun only about 1 percent.

Time required to complete the changed guardrail work after delivery of the necessary materials is all eligible for time extension and we would estimate this to require 4 days. We would like to process the extension without further delay and include this estimated 4 days for the unfinished work.

The addition of the off ramp alone would easily justify the 13 days that have already accrued. We therefore recommend an extension of 17 days which should eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that there are reasons for granting an extension of time including the non-participating off ramp Price Agreement.

Rough draft letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

P.S. The MD Line referred to is the exit connection to Memorial Drive. Cost is shared equally by State and Klamath County in accordance with a supplemental Throughway Agreement with the County approved by the Highway Commission March 5, 1968.

RECEIVED
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Dates when some work was performed on P.A. No. 6 (MD Line-Exit Ramp)

Grading and Drainage
5/24/68
5/27/68
5/28/68
5/29/68
6/3/68
6/4/68
6/5/68
6/6/68
6/7/68
6/20/68
6/21/68
6/24/68
6/25/68
6/27/68
6/28/68
7/3/68
7/19/68
7/22/68
7/23/68
7/24/68
7/25/68
Total 21 days

Plant Mix Stone Base
7/26/68
7/27/68
8/1/68
8/13/68
8/14/68
8/22/68
4/30/69
5/14/69
Total 8 days

3/4"-0 Material in Base
9/12/68
Total 1 day

Placing Prime Coat
8/23/68
Total 1 day

Plant Mix Bituminous Base
8/26/68
8/27/68
Total 2 days

Class "B" Asphaltic Concrete Pavement
9/23/68
9/24/68
11/6/68
4/29/69
4/30/69
5/6/69
5/7/69
Total 7 days

Guard Rail
Estimate 2 days

Signing
Estimate 1 day

Dates on which work was performed on P.A. No. 13 (Signing and Illumination)

Sign Installation & Illumination
4/29/69
5/7/69
5/8/69
5/9/69
6/2/69
6/26/69
7/11/69
At least one more days work to be done
Total 8 days

SUMMARY:

No. of day on which work was performed on P.A. No. 6

Grading and Drainage	21 days
Plant Mix Stone Base	8 days
3/4-0 Material in Base	1 day
Placing Prime Coat	1 day
Plant Mix Bituminous Base	2 days
Class "B" Asph. Conc.	7 days
Guard Rail	2 days
Signing	1 day

No. of days on which work was performed on P.A. No. 13 — 8 days

Total number of days on which work was performed on P.A No. 6 and P.A. No. 13 — — — — — — 51 days

Dates when some work was performed on P.A. No. 6 ("MD" Line-Exit Ramp)

Grading and Drainage
5/24/68
5/27/68
5/28/68
5/29/68
6/3/68
6/4/68
6/5/68
6/6/68
6/7/68
6/20/68
6/21/68
6/24/68
6/25/68
6/27/68
6/28/68
7/3/68
7/19/68
7/22/68
7/23/68
7/24/68
7/25/68
Total 21 days

Plant Mix Stone Base
7/26/68
7/27/68
8/1/68
8/13/68
8/14/68
8/22/68
4/30/69
5/14/69
Total 8 days

3/4"-0 Material in Base
9/12/68
Total 1 day

Placing Prime Coat
8/23/68
Total 1 day

Plant Mix Bituminous Base
8/26/68
8/27/68
Total 2 days

Class "B" Asphaltic Concrete Pavement
9/23/68
9/24/68
11/6/68
4/29/69
4/30/69
5/6/69
5/7/69
Total 7 days

Guard Rail
Estimate 2 days

Signing
Estimate 1 day

Dates on which work was performed on P.A. No. 13 (Signing and Illumination)

Sign Installation & Illumination
4/29/69
5/7/69
5/8/69
5/9/69
6/2/69
6/26/69
7/11/69
At least one more
days work to be done
Total 8 days

SUMMARY:

No. of day on which work was performed on P.A. No. 6

Grading and Drainage	21 days
Plant Mix Stone Base	8 days
3/4-0 Material in Base	1 day
Placing Prime Coat	1 day
Plant Mix Bituminous Base	2 days
Class "B" Asph. Conc.	7 days
Guard Rail	2 days
Signing	1 day
No. of days on which work was performed on P.A. No. 13	8 days
Total number of days on which work was performed on P.A No. 6 and P.A. No. 13	51 days

Dates when some work was performed on P.A. No. 6 ("MD" Line-Exit Ramp)

Grading and Drainage
5/24/68
5/27/68
5/28/68
5/29/68
6/3/68
6/4/68
6/5/68
6/6/68
6/7/68
6/20/68
6/21/68
6/24/68
6/25/68
6/27/68
6/28/68
7/3/68
7/19/68
7/22/68
7/23/68
7/24/68
7/25/68
Total 21 days

Plant Mix Stone Base
7/26/68
7/27/68
8/1/68
8/13/68
8/14/68
8/22/68
4/30/69
5/14/69
Total 8 days

3/4"-0 Material in Base
9/12/68
Total 1 day

Placing Prime Coat
8/23/68
Total 1 day

Plant Mix Bituminous Base
8/26/68
8/27/68
Total 2 days

Class "B" Asphaltic Concrete Pavement
9/23/68
9/24/68
11/6/68
4/29/69
4/30/69
5/6/69
5/7/69
Total 7 days

Guard Rail
Estimate 2 days

Signing
Estimate 1 day

Dates on which work was performed on P.A. No. 13 (Signing and Illumination)

Sign Installation & Illumination
4/29/69
5/7/69
5/8/69
5/9/69
6/2/69
6/26/69
7/11/69
At least one more days work to be done
Total 8 days

SUMMARY:

No. of day on which work was performed on P.A. No. 6

Grading and Drainage	21 days
Plant Mix Stone Base	8 days
3/4-0 Material in Base	1 day
Placing Prime Coat	1 day
Plant Mix Bituminous Base	2 days
Class "B" Asph. Conc.	7 days
Guard Rail	2 days
Signing	1 day
No. of days on which work was performed on P.A. No. 13	8 days
Total number of days on which work was performed on P.A No. 6 and P.A. No. 13 - - - - - - -	51 days

RECEIVED
SEP 26 1969
FOR [illegible]

7101

September 26, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
September 30, 1969 meeting

Slate-Hall and Hamilton Construction Company, contractors on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 7101, have requested a 43-calendar workday time extension. The contractors cite two specific Price Agreements as reason for the requested extension.

A significant amount of work was added to the project by a Price Agreement which covered the construction of an off ramp or exit to connect to Memorial Dirve. This added facility amounted to approximately $31,000 (30 percent of which will be paid by Klamath County in accordance with a supplemental throughway agreement).

A late change added guardrail connections to bridge ends to conform to current safety standards. This work was performed after all the regular contract work was completed.

The above additions to the contract justify an extension of 17 calendar workdays which will eliminate all liquidated damages. This is a Federal-aid Primary project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

J. F. Putnam

cc: Floyd Query
R. L. Porter
V. D. Wolfe
F. B. Klaboe
F. D. Morgan
V. E. Skoog

JAB:fw:ss sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7101 Contractor Slate-Hall and Hamilton Construction Co.

Highway The Dalles-California

Section Klamath Falls-Green Springs Interchange

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or~~ GRANTED**. The reasons for such recommendation are as follows:

Recommend 17 days for Price Agreements added to the contract.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	z 7101
Project designation State-Federal	F-205(16)
Date awarded	Nov. 8, 1967
Work started	Nov. 13, 1967
Per cent completed Date	99 7-19-69
No. of Workdays Allowed	415
No. of Workdays Used	To 7-19-69 - 425
No. of Added Workdays Requested	45

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 415 days to 460 days, within which to complete our Contract No. 7101, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Under provisions of article 8-8 pertaining to additions, errors, omissions and changes in plans and quantities.
2. Price Agreement 6 which materially added to the work.
3. Sign material on Price Agreement 13 which is still not obtainable from supplier by a specified date.

Respectfully submitted,

SLATE-HALL & HAMILTON CONSTRUCTION CO.
Contractor

By
Partner

CONSENT OF SURETY

Date JULY 9, 1969

We, GREAT AMERICAN INSURANCE COMPANY, and, SEABOARD SURETY COMPANY, and, UNITED PACIFIC INSURANCE COMPANY, as Co-Sureties, ~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
Attorney-in-fact

SEABOARD SURETY COMPANY
BY: Attorney-in-Fact

UNITED PACIFIC INSURANCE COMPANY
BY:
Attorney-in-Fact

Countersigned: WELLS-REED-WOOD-WEST Co.
By: Resident Agents

Countersigned: HANSEN&ROWLAND, INC, (of Oregon)
(SEAL)
By: Resident Agents

Countersigned: HANSEN&ROWLAND, INC (of Oregon)
By: Resident Agents

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1969

SUBJECT: Extension of Time
Klamath Falls-Green Springs
Interchange Section
The Dalles-California Highway
Contract No. 7101

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Slate-Hall and Hamilton Construction Company, joint contractors on the subject project, have requested a time extension of 45 calendar workdays based on work added to the contract.

The project was placed under a stop work order on July 23 with the regular contract virtually completed but awaiting completion of some guardrail work mostly related to a late Price Agreement change to conform to revised guardrail plans. They are still awaiting delivery of some hardware items for fastening the rail to structure ends. At the time of the stop work order, 428 days had accrued and the original contract allowed 415 days, so this project now stands with 13 days liquidated damages at $300 per day or $3,900.

During the life of the project there have been 16 Price Agreements and 7 Extra Work Orders. Thecontractor refers to only two of the Price Agreements in his request; Price Agreement No. 6 (which was non-participating) which added a northbound exit ramp (MD Line) in the amount of $51,251, and Price Agreement No. 13 which added an illuminated sign at the Green Springs Interchange at a late date. The Resident Engineer has made a detailed analysis of the time worked on these two orders showing work performed on them on 51 days at various times during the contract. This converts to 71 calendar workdays, but obviously, the contractor had other work in progress during this time. The overall contract payment will overrun only about 1 percent.

Time required to complete the changed guardrail work after delivery of the necessary materials is all eligible for time extension and we would estimate this to require 4 days. We would like to process the extension without further delay and include this estimated 4 days for the unfinished work.

The addition of the off ramp alone would easily justify the 13 days that have already accrued. We therefore recommend an extension of 17 days which should eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that there are reasons for granting an extension of time including the non-participating off ramp Price Agreement.

Rough draft letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

P.S. The MD Line referred to is the exit connection to Memorial Drive. Cost is shared equally by State and Klamath County in accordance with a supplemental Throughway Agreement with the County approved by the Highway Commission March 5, 1968.

RECEIVED
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F 205(16)
7101

September 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7101
Prefix 18-1015
FAP F-205(16)

Dear Sir:

All work under Contract No. 7101, Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County, was completed on September 11, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date OCTOBER 16, 1969

Conditions noted on above date: NONE

for Valach
R. E. Simpson
Division Engineer

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc: Forrest Cooper ✓
F. D. Morgan

RECEIVED
SEP 8 - 1969
FOR FILING

F-205(16)
7161

September 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Extension of Time, Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Project No. F-205(16)

Slate-Hall and Hamilton Construction Company, joint contractors on this project, have requested a time extension of 45 calendar workdays based on work added to the contract.

During the life of the project, there have been 16 price agreements and 7 extra work orders. The contractor refers to only two of the price agreements in his request: Price Agreement No. 6 (which was nonparticipating) which added a northbound exit ramp (MD Line) in the amount of $51,251 and Price Agreement No. 13 which added an illuminated sign at the Green Springs Interchange at a late date (order dated May 21, 1969). The Resident Engineer has made a detailed analysis of the time worked on these two orders showing work performed on them on 51 days at various times during the contract. This converts to 71 calendar workdays but, obviously, the contractor had other work in progress during this time. Although not included in the request, the added embankment foundation work on Price Agreement No. 2 was also a significant addition at an early stage of the project.

The project was placed under a stop work order on July 23 with the regular contract virtually completed but awaiting completion of some guardrail work mostly related to a late price agreement change to conform to revised guardrail plans. They are still awaiting delivery of some hardware items for fastening the rail to structure ends. At the time of the stop work order, 428 days had accrued and the original contract allowed 415 days, so this project now stands with 13 days liquidated damages.

Time required to complete the changed guardrail work after delivery of the necessary materials is all eligible for time extension and we would estimate this to require 4 additional days. The addition of the off-ramp alone would easily justify the 13 days that have already accrued. We therefore ask your concurrence in an extension of 17 calendar workdays.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
J. F. Putnam
V. L. Gallagher

JAB:fw srb

RECEIVED
FOR FILING

F-205(16)
7101

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 8, 1969

Great Northern Railway Company
Room 306
King Street Station
Seattle, Washington 98104

ATTENTION: Mr. C. F. Intlekofer

Re: Revision of Drainage Under Railroad
Klamath Falls-Green Springs Intchg. Sec.
The Dalles-California Highway
Klamath County
Contract No. 7101
Project No. F-205 (16)
YOUR FILE: AFE 67-989

Gentlemen:

Attached you will find your letter dated August 5, 1969 bearing the signature of our Assistant State Highway Engineer, Mr. F. B. Klaboe

It is understood that this letter with the revised Exhibit "A" constitutes a change in the Railway-State Agreement dated December 12, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: Floyd Query	(1)
F. B. Klaboe	(1)
I. D. Merchant	(1)
F. D. Morgan	(2)
E. S. Hunter	(1)
J. F. Putnam	(2)
R. N. Chase	(3)
V. E. Skoog	(1)
E. F. Saling	(1)

Note: Copies of GNRR letter and Exhibit "A" distributed as indicated below. Please attach to your copy of Construction Agreement distributed with Mr. Sollis' letter to Mr. Query dated January 2, 1968. See PUX 641, R/W File 40761.

**GREAT
NORTHERN**

Great Northern Railway Company / Room 306 King St. Station / Seattle, Washington 98104 / Phone 206 624-1900

C. F. Intlekofer
Asst. Chief Engineer
Engineering Dept. — Lines West

August 5, 1969

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Re: Work by Railroad Forces
Klamath Falls-Green Springs
Intchg. Sec.
The Dalles-California Highway
Klamath County
Contract No. 7101
Project No. F-205(16)
OUR FILE: AFE 67-989

Please refer to your above noted file concerning construction of overhead bridge over our Riverside Industry Track at Klamath Falls, Oregon.

I am enclosing a copy of your Mr. Meritt's letter of April 10, furnishing to us a revised plan for the installation of the drainage system in the vicinity of Highway Bridge No. 9692 on your relocated highway project. We have reviewed this proposal and have no objection to the request and I have therefore prepared a revised Exhibit "A" to reflect this change.

I am forwarding to you original and copy of this letter with a revised Exhibit "A" and if agreeable to you, we will consider the revised Exhibit "A", this letter and Mr. Meritt's letter as an addendum to the agreement.

Please indicate your acceptance in the lower left hand corner of this letter and return to me. Copy of this letter is for your file.

DO'L:jb

Very truly yours,

GREAT NORTHERN RAILWAY CO.

C. F. Intlekofer

C. F. Intlekofer
Assistant Chief Engineer

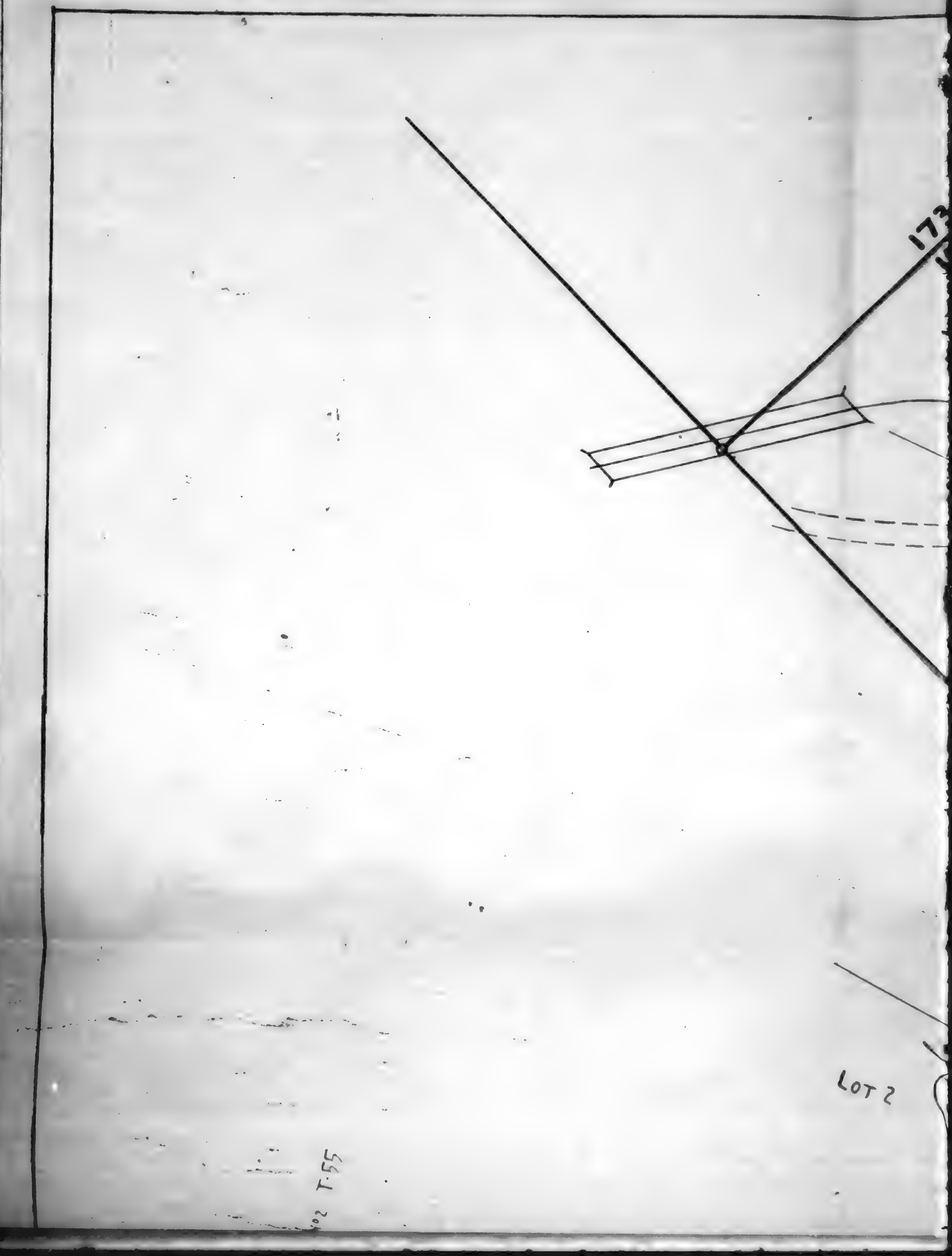
Approved: F.B. Klaboe

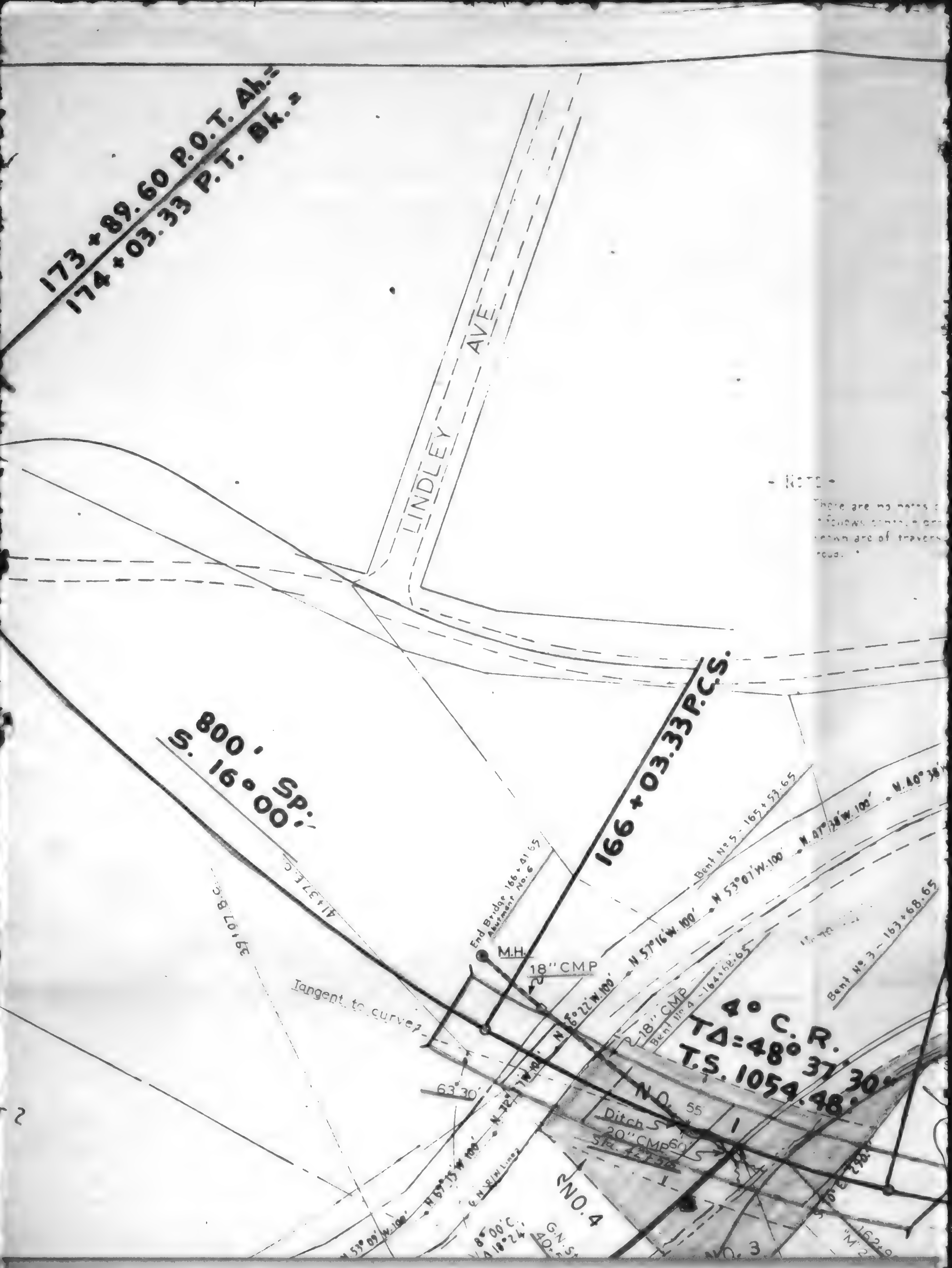
Title : Asst. State Highway Engr.

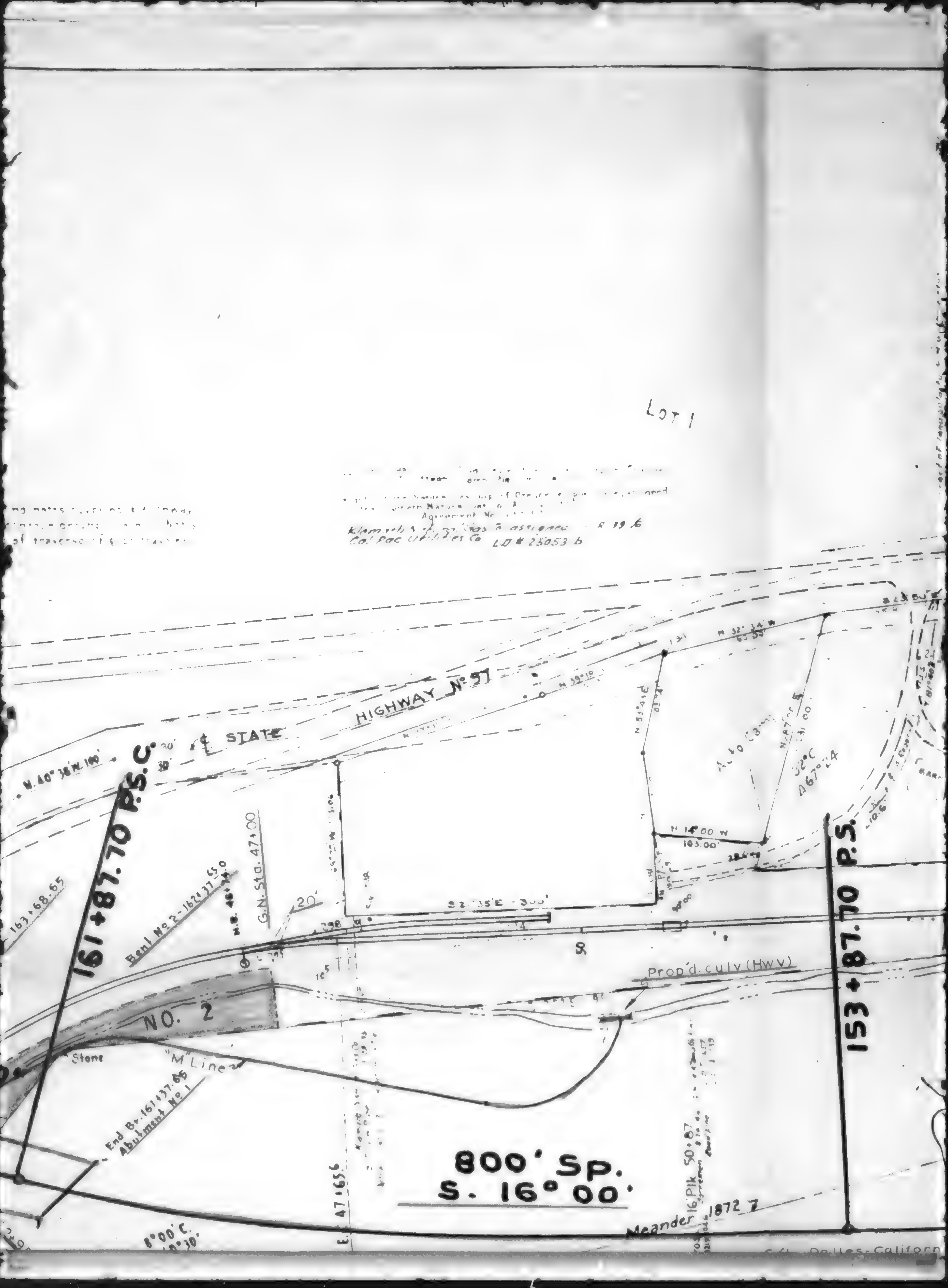
Date: 8-8-69

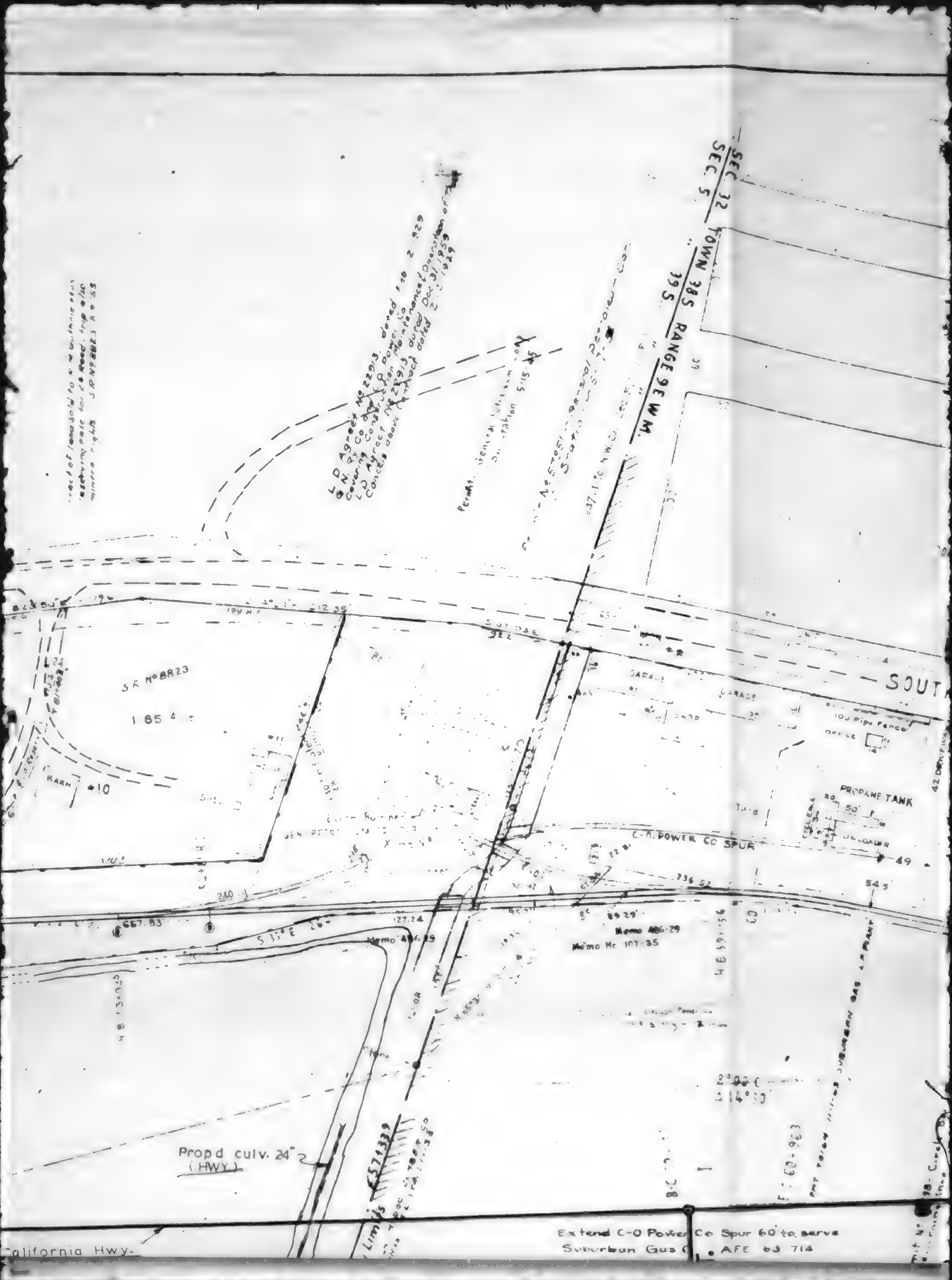
cc: Mr. B. G. Anderson
Mr. R. P. Tjossem
Mr. W. L. Smith
Mr. J. W. Wicks
Mr. W. Reid Meritt, Resident Engineer
State of Oregon
State Highway Dept.
Klamath Falls, Oregon

3280-4



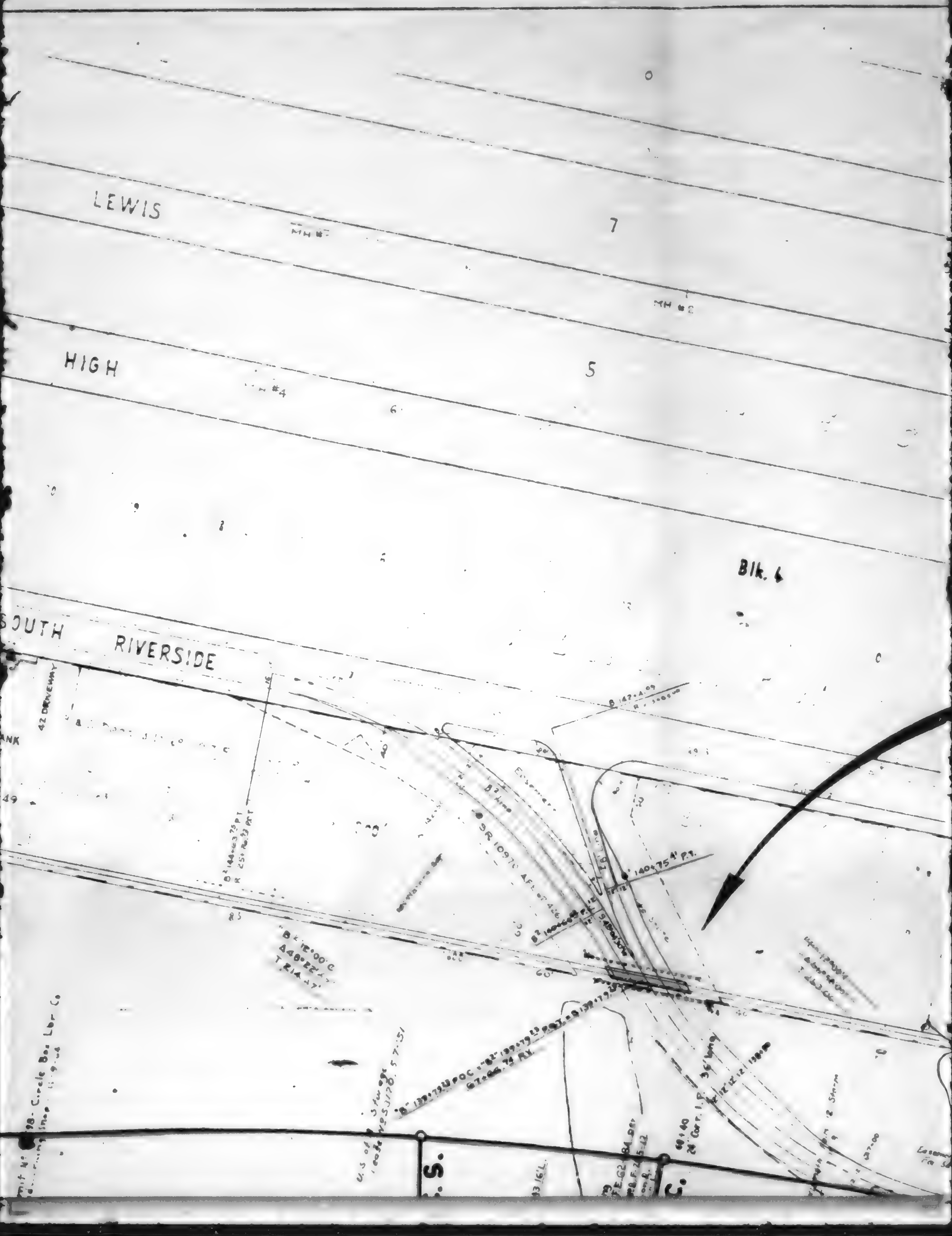

173 + 89.60 P.O.T. Ah. =
174 + 03.33 P.T. Bk. =
LINDLEY AVE.
- Note -
There are no notes
shown are of travers
road.
800' Sp.
S. 16° 00'
166 + 03.33 P.C.S.
414+37 E.C.
391+07 B.C.
End Bridge 166 + 41.65
Abutment No. 6
M.H.
18" CMP
Bent No. 5 - 165 + 53.65
N 57°16'W. 100'
N 53°07'W. 100
N 47°38'W. 100'
N 40°38'W
Bent No. 4 - 164 + 68.65
Bent No. 3 - 163 + 68.65
18" CMP
Tangent to curve
63°30'
N 60°22'W. 100'
4° C.R.
TΔ = 48° 37' 30"
T.S. 1054.48'
NO. 1
55
60
Ditch
20" CMP
NO. 4
NO. 3
N 67°15'W 100'
N 53°09'W. 100'
G.N. R/W Line
8°00' C.
Δ 18°24'
G.N.S.
"M"
162+9


LOT 1
Klamath ... assigned ... R 39 16
Cal. Pac. Utilities Co LD # 25053 b
Agreement No
HIGHWAY Nº 97
℄ STATE
N. 40° 38' W. 100'
30'
30'
161+87.70 P.S.C.
153+87.70 P.S.
163+68.65
Bent No. 2 - 162+37.65
G.N. Sta. 47+00
20'
S 2° 35' E - 300'
N 14° 00' W
105.00'
N 32° 34' W
65.00'
Δ 67° 24'
Prop'd. culv. (Hwy)
NO. 2
Stone
"M" Line
End Br. 161+37.65
Abutment No. 1
800' Sp.
S. 16° 00'
47+65.6
Meander 1872
8° 00' C.
16' Pile 50+87
Dalles-Californ

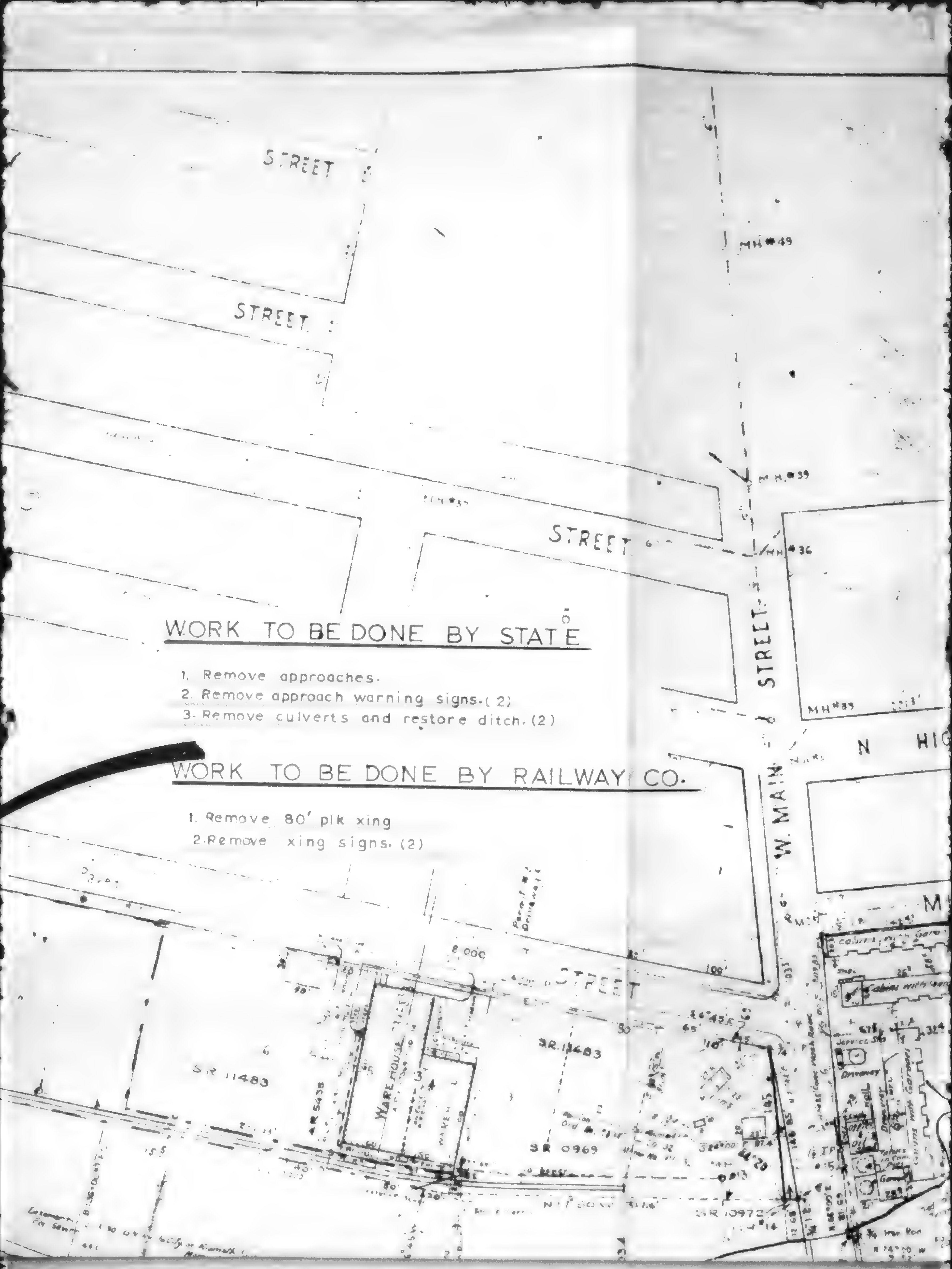


SEC. 32
SEC. 5
TOWN 38 S
39 S
RANGE 9 E W.M.
L.D. Agreet No. 22913. dated Feb. 2, 1929
O. Z. Ry Co. and C.O. Power Co.
Covering Construction Maintenance & Operation of
L.D. Agreet No. 22913 dated Dec 31, 1959
Concels above Contract dated 2-2-1929
Permit. General ... Substation 5-15-45
No. 57851 General Petroleum Co.
S.R. No 8823
1.85 Ac
BARN
GARAGE
SHOP
OFFICE
100 Pipe Fence
PROPANE TANK
Yard
C-O POWER CO SPUR
UNLOADER
SOUTH
49
54.5
657.83
127.24
236.52
Memo 486-29
Memo No 107-35
Propd culv. 24"
(HWY)
California Hwy.
Limits
SUBURBAN GAS ... PLANT

Extend C-O Power Co. Spur 60' to serve
Suburban Gas Co. AFE 63 714



LEWIS
7
MH #2
HIGH
5
MH #4
Blk. 6
SOUTH RIVERSIDE
42 DRIVEWAY
49
B² 144+63.75 P.T.
R 25'+16.23 P.T.
9R 10970 AFE of A&E
B² line
Easement
B² 140+68 P.T.
140+75⁴ P.T.
B² 12+00 C
Δ 40°22'
T 214.7'
P.O.T. = B 139+79.23
B² 139+79.23 P.O.C. = "B²" 139+79.23
67+06.74 R.Y.
36" long
24" Corr. I.P.
Circle Box Lbr Co
U.S. of Steward
S.
C.

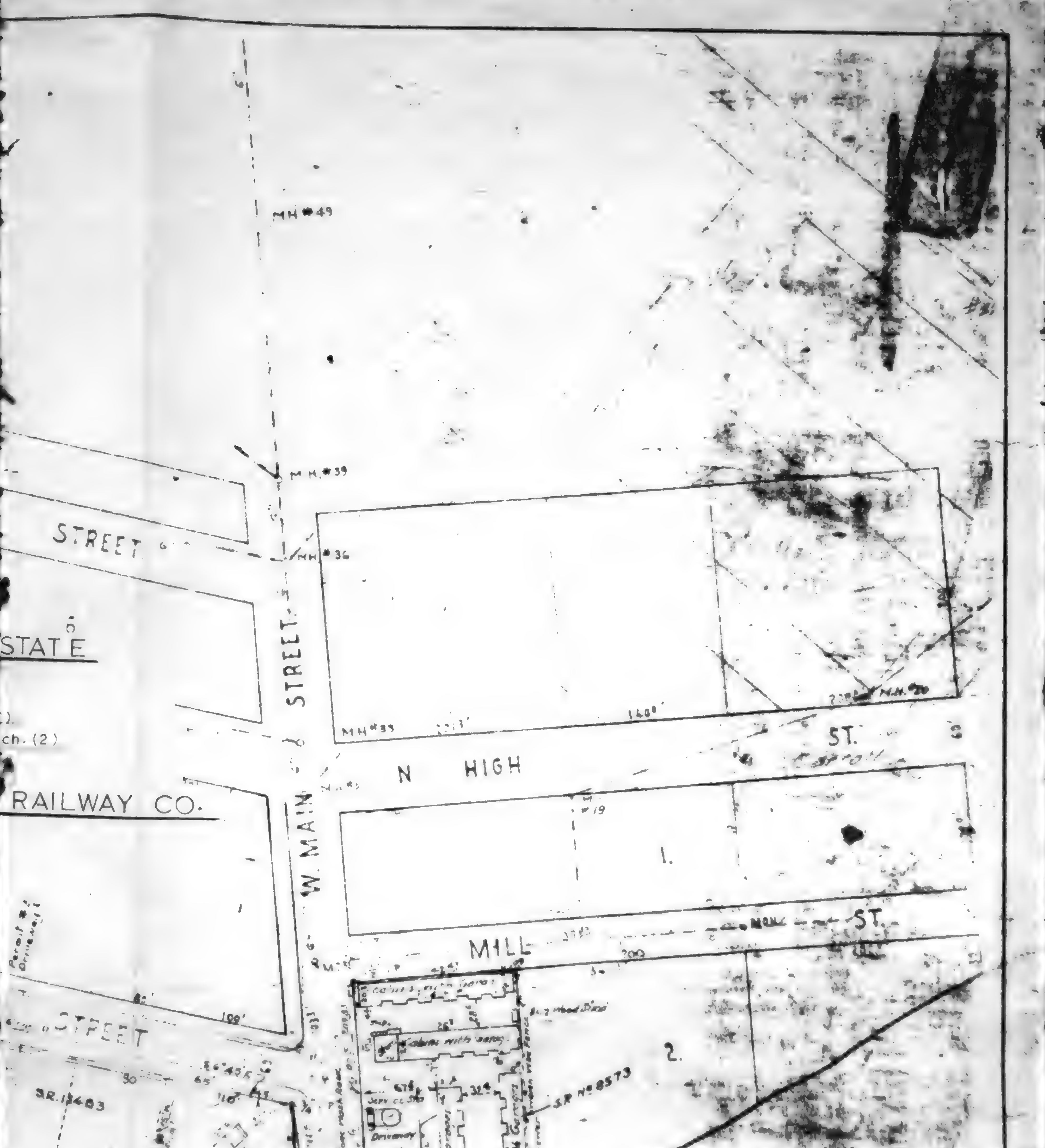


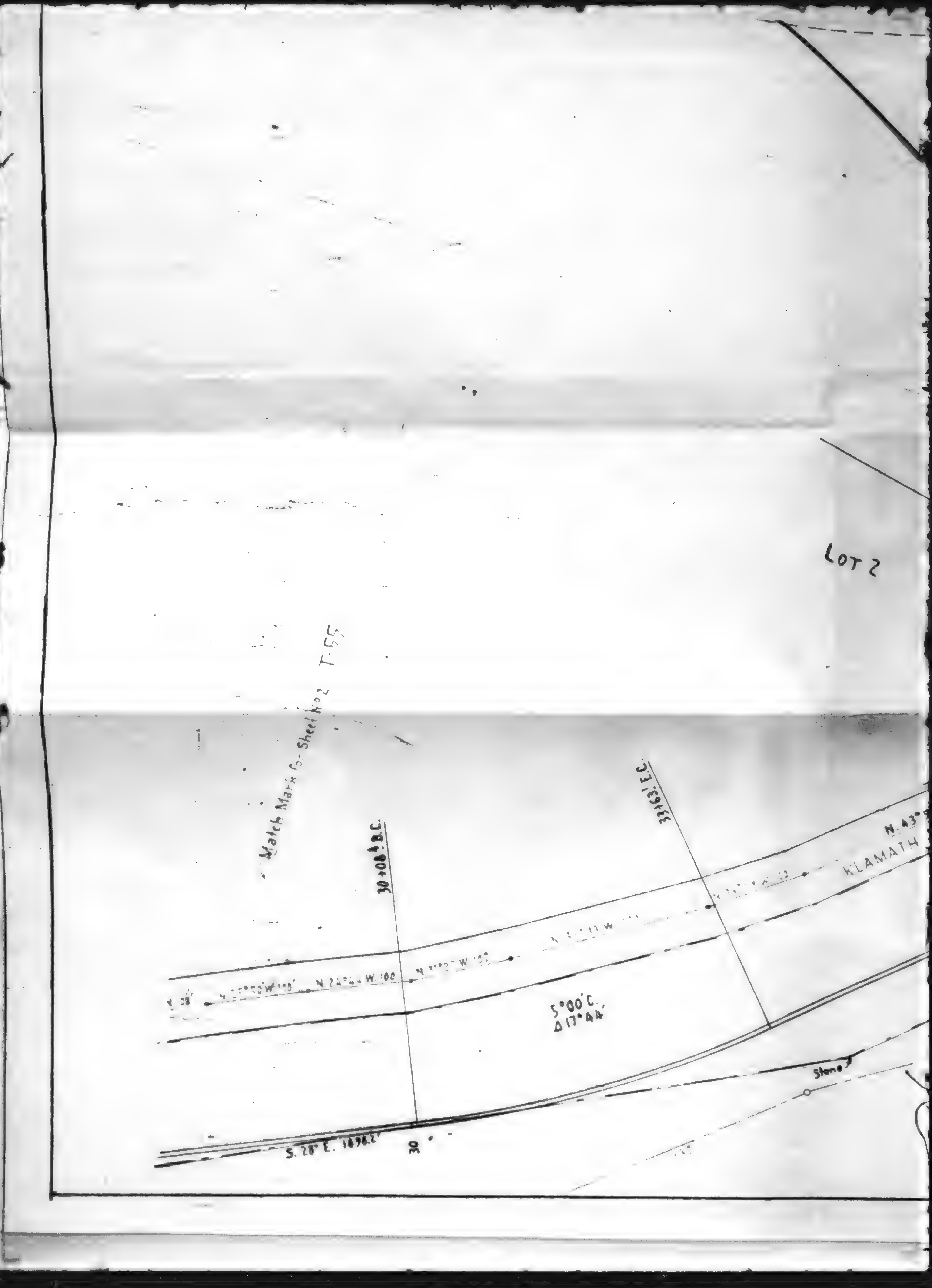
WORK TO BE DONE BY STATE

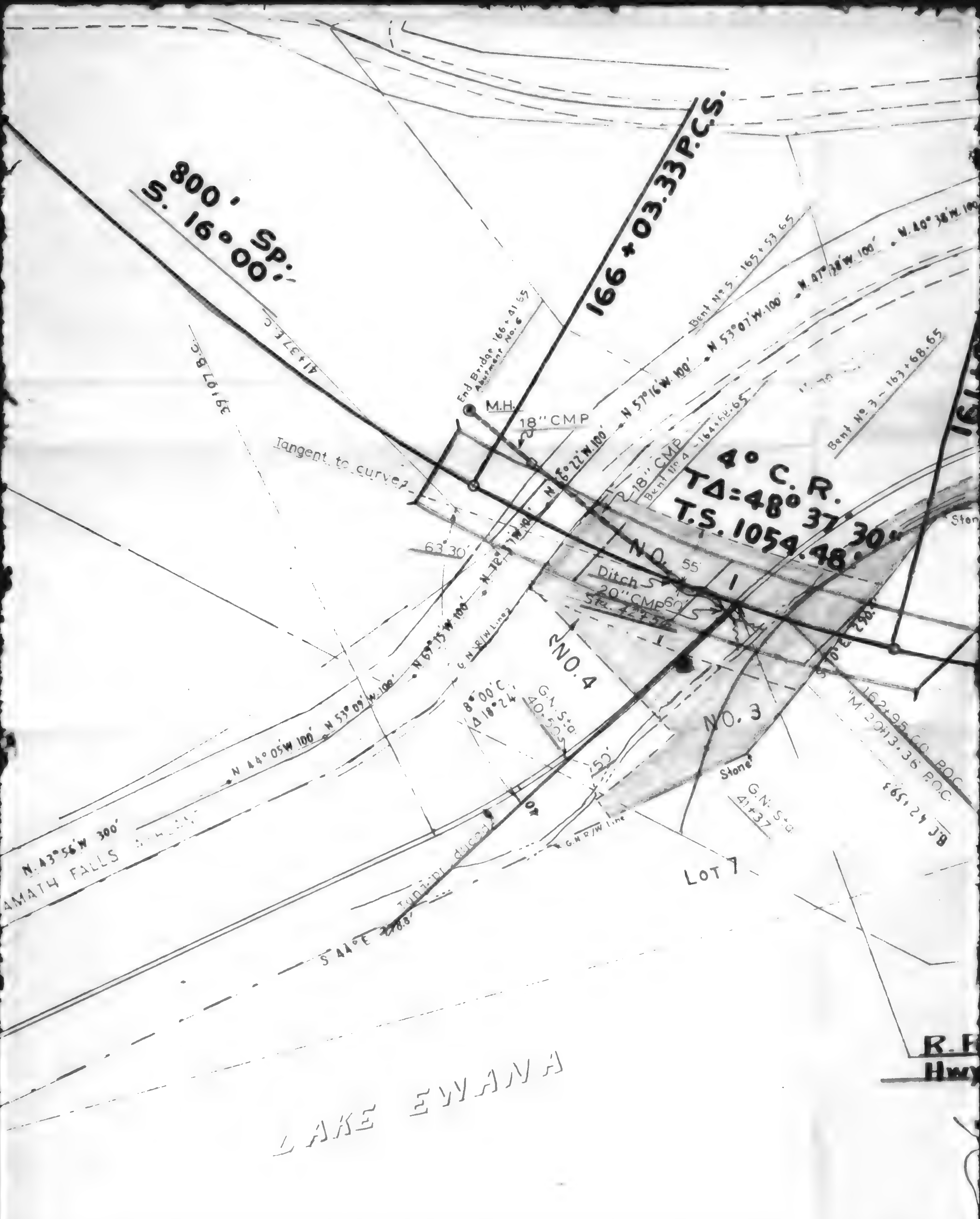
1. Remove approaches.
2. Remove approach warning signs. (2)
3. Remove culverts and restore ditch. (2)

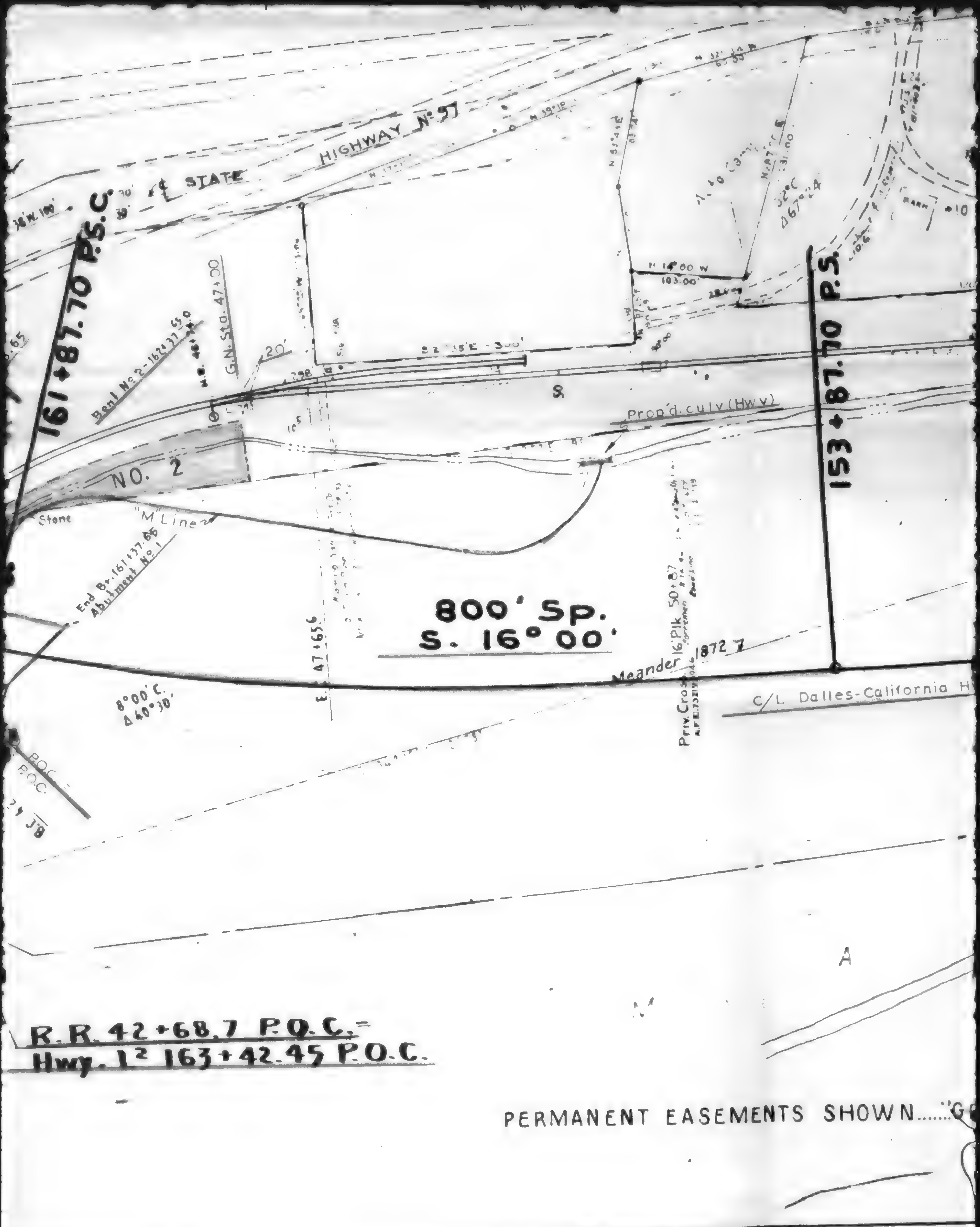
WORK TO BE DONE BY RAILWAY CO.

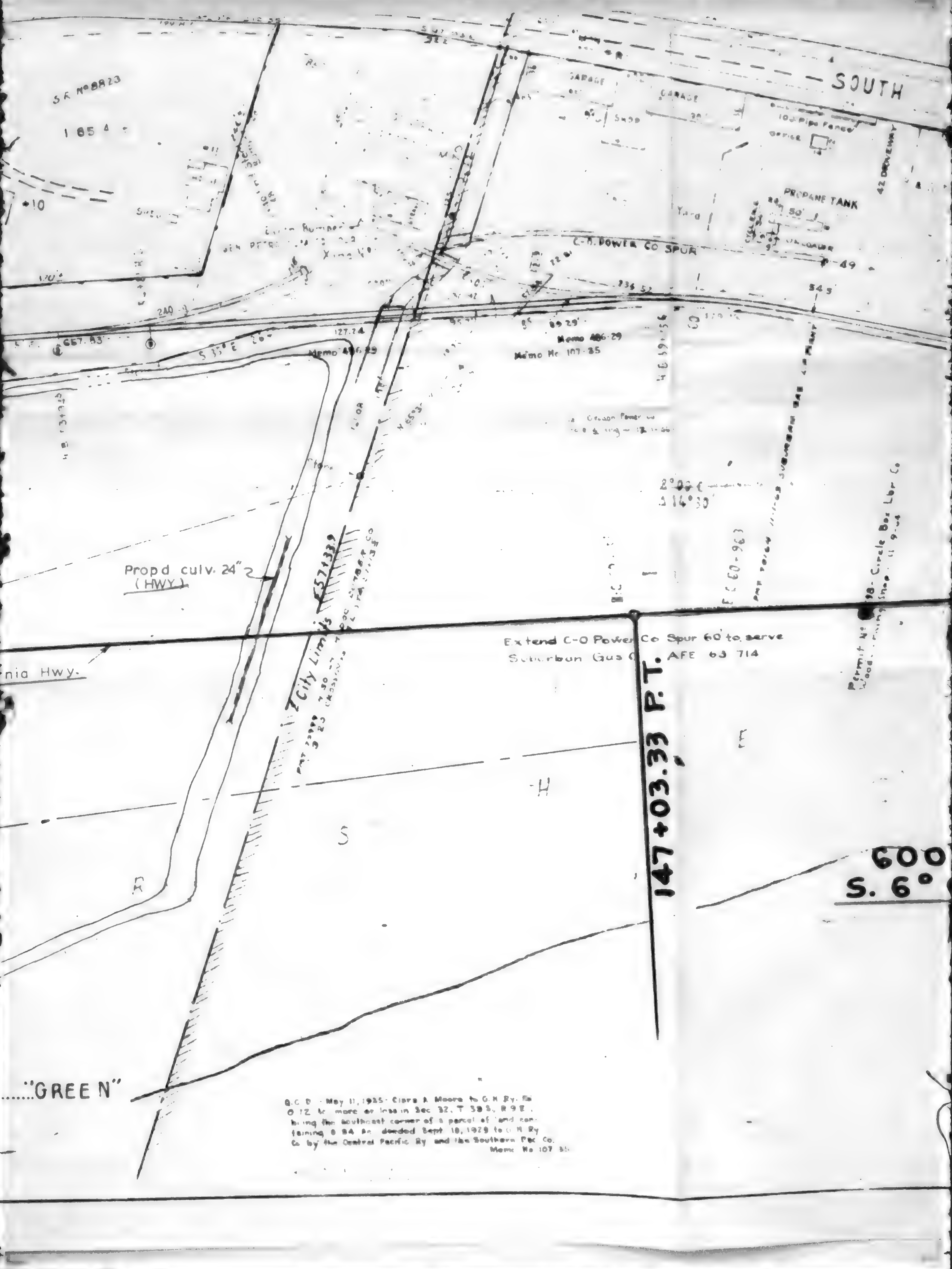
1. Remove 80′ plk xing
2. Remove xing signs. (2)


MH #49
M.H. #39
STREET
MH #36
STATE
STREET
ch. (2)
MH #33
1600'
M.H. #20
N HIGH
ST.
RAILWAY CO.
W. MAIN
#19
1.
MILL
ST.
200
STREET
100'
2.
SR. 13483
SR 10969
S.R. No 8573
Driveway
Garage
S.R. 10972
RIVER


LOT 2
Match Mark to Sheet No 2 T-55
30+08.4 B.C.
33+63.1 E.C.
N. 43°
KLAMATH
N 24°24 W 100
5°00' C.
Δ 17°44'
Stone
S. 28° E. 1696.2'
30

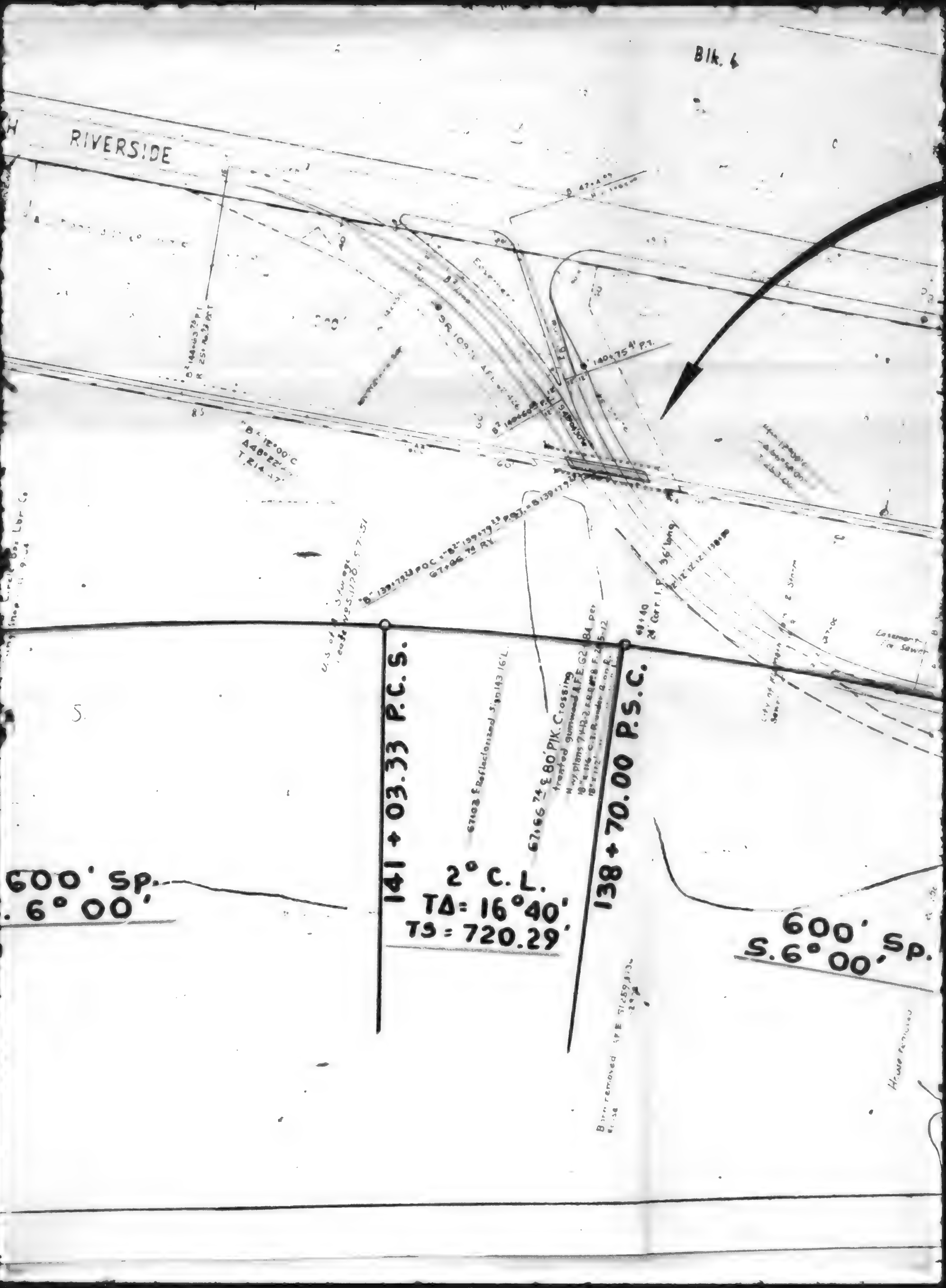

800' Sp.
S. 16°00'
166 + 03.33 P.C.S.
41+37 E.C.
39+07 B.C.
End Bridge 166+41.65 Abutment No. 6
M.H.
18" CMP
Tangent to curve
Bent No. 5 - 165+53.65
N 57°16'W. 100'
N 53°07'W. 100'
N 47°38'W. 100'
N 40°38'W. 100'
N 60°22'W. 100'
18" CMP
Bent No. 4 - 164+68.65
Bent No. 3 - 163+68.65
4° C.R.
TΔ=48°37'30"
T.S. 1054.48'
Stone
63°30'
NO. 55
1
Ditch
20" CMP
60
Sta. 42+56
NO. 4
N 67°15'W. 100'
G.N. R/W Line
N 53°09'W. 100'
N 44°05'W. 100'
N 43°56'W 300'
KLAMATH FALLS
8°00'C.
Δ 18°24'
G.N. Sta. 40+50.5
52'
40'
NO. 3
Stone
G.N. Sta. 41+37
G.N. R/W Line
162+95.60 P.O.C.
"M" 20+13.36 P.O.C.
B.C. 42+59.3
LOT 7
S 44°E 178.8'
LAKE EWANA
R.F.
Hwy.

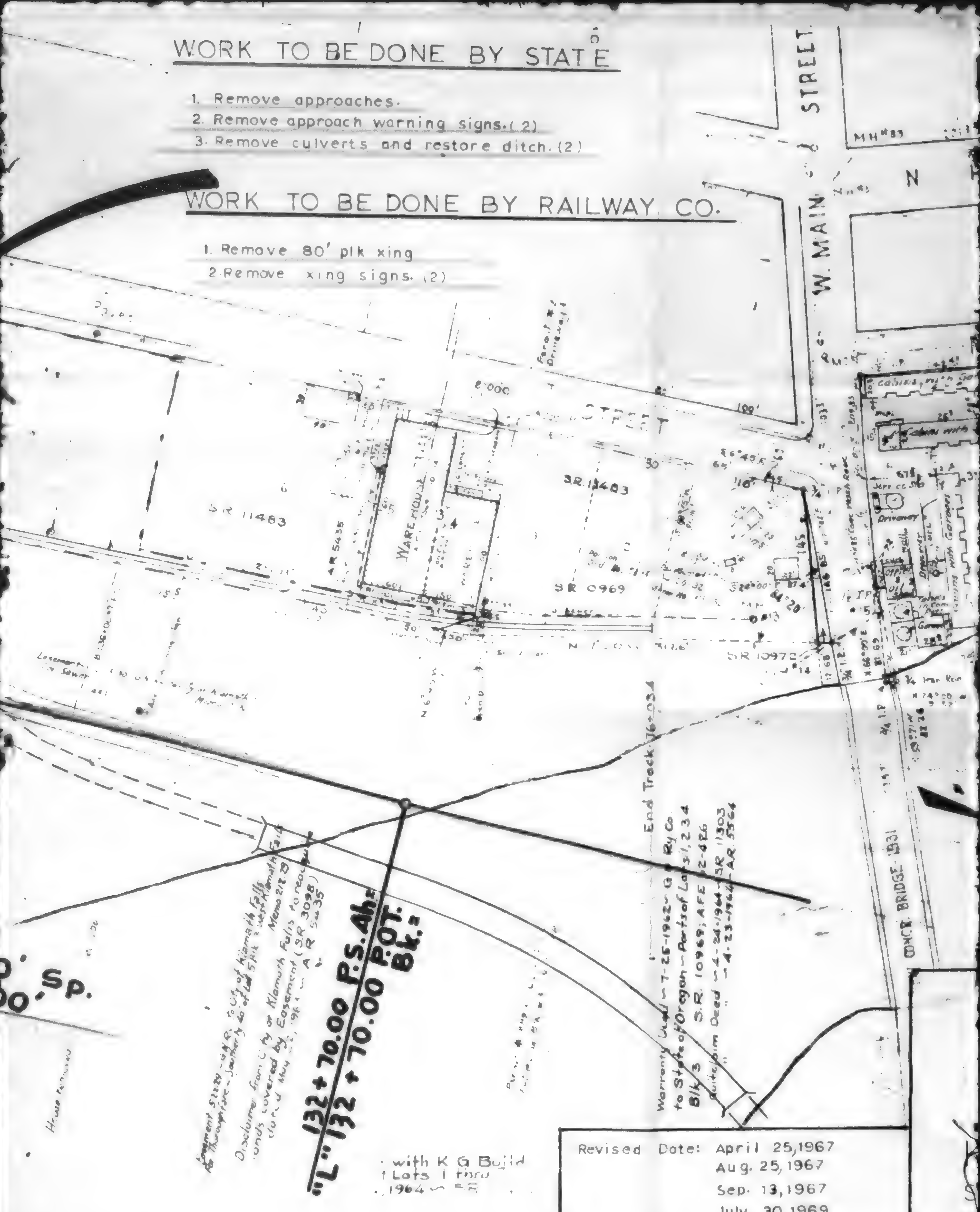

HIGHWAY No 97
STATE
161+87.70 P.S.C.
153+87.70 P.S.
G.N. Sta. 47+00
Bent No 2-162+37.65.0
20'
NO. 2
Stone
"M" Line
End Br.-161+37.65 Abutment No 1
N 14°00 W
103.00'
S 2°35'E - 300'
Prop'd culv (Hwy)
800' Sp.
S. 16° 00'
E 47+65.6
16' Plk 50+87
Priv. Cross
Meander 1872.7
C/L Dalles-California Hw
8°00' C.
Δ40°30'
P.O.C.
A
R.R. 42+68.7 P.O.C. =
Hwy. 1² 163+42.45 P.O.C.
PERMANENT EASEMENTS SHOWN......



Extend C-O Power Co Spur 60' to serve Suburban Gas Co. AFE 63 714

Q.C.D. - May 11, 1935 - Clara A. Moore to O.K Ry. Co
0.12 Ac more or less in Sec 32, T 38 S, R 9 E,
being the southeast corner of a parcel of land containing 0.84 Ac. deeded Sept. 10, 1929 to O.K Ry
Co by the Central Pacific Ry and the Southern Pac. Co.
Memo No 107-35

Blk. 6
RIVERSIDE
141 + 03.33 P.C.S.
138 + 70.00 P.S.C.
2° C.L.
TΔ= 16°40'
TS = 720.29'
600' SP.
. 6° 00'
600' SP.
S. 6° 00'
67+06.74 RY.
67+03 E Reflectorized Sign 143 16'L.
67+66 74 E 80' PIK. Crossing
treated gumwood A.F.E. G2
36' long
U. S. of A. Sewage easement
Easement Sewer
Barn removed
House removed
5.



WORK TO BE DONE BY STATE

1. Remove approaches.
2. Remove approach warning signs. (2)
3. Remove culverts and restore ditch. (2)

WORK TO BE DONE BY RAILWAY CO.

1. Remove 80' plk xing
2. Remove xing signs. (2)

W. MAIN STREET
N
MH #83
STREET
WARE HOUSE
S.R. 11483
SR 11483
SR 0969
SR 10972
AR 5435
109'
End Track 76+03.4
CONCR. BRIDGE 1931
Cabins with Garages
Jerry co. Sta
Driveway
Garage
3/4 Iron Rod
Warranty Deed ~ 7-26-1962 ~ G.N. Ry. Co to State of Oregon ~ Parts of Lots 1, 2, 3, 4 Blk 3
S.R. 10969; AFE 32-486
Quitclaim Deed ~ 4-24-1964 ~ SR 11303
~ 4-23-1964 ~ AR 5564
Easement 5-28-29 ~ G.N.R. to City of Klamath Falls for Thoroughfare ~ Southerly 40' of Lot 5 Blk 2 West Klamath Memo 2-18-29
Disclaimer from City of Klamath Falls to reacquire lands covered by Easement (SR 3098) dated May 22, 1964 ~ AR 5435
132 + 70.00 P.S. Ah.
"L" 132 + 70.00 P.O.T. Bk.
Sp.
House removed
with K G Build
Lots 1 thru
1964 ~ SR

Revised Date: April 25, 1967
Aug. 25, 1967
Sep. 13, 1967
July 30, 1969

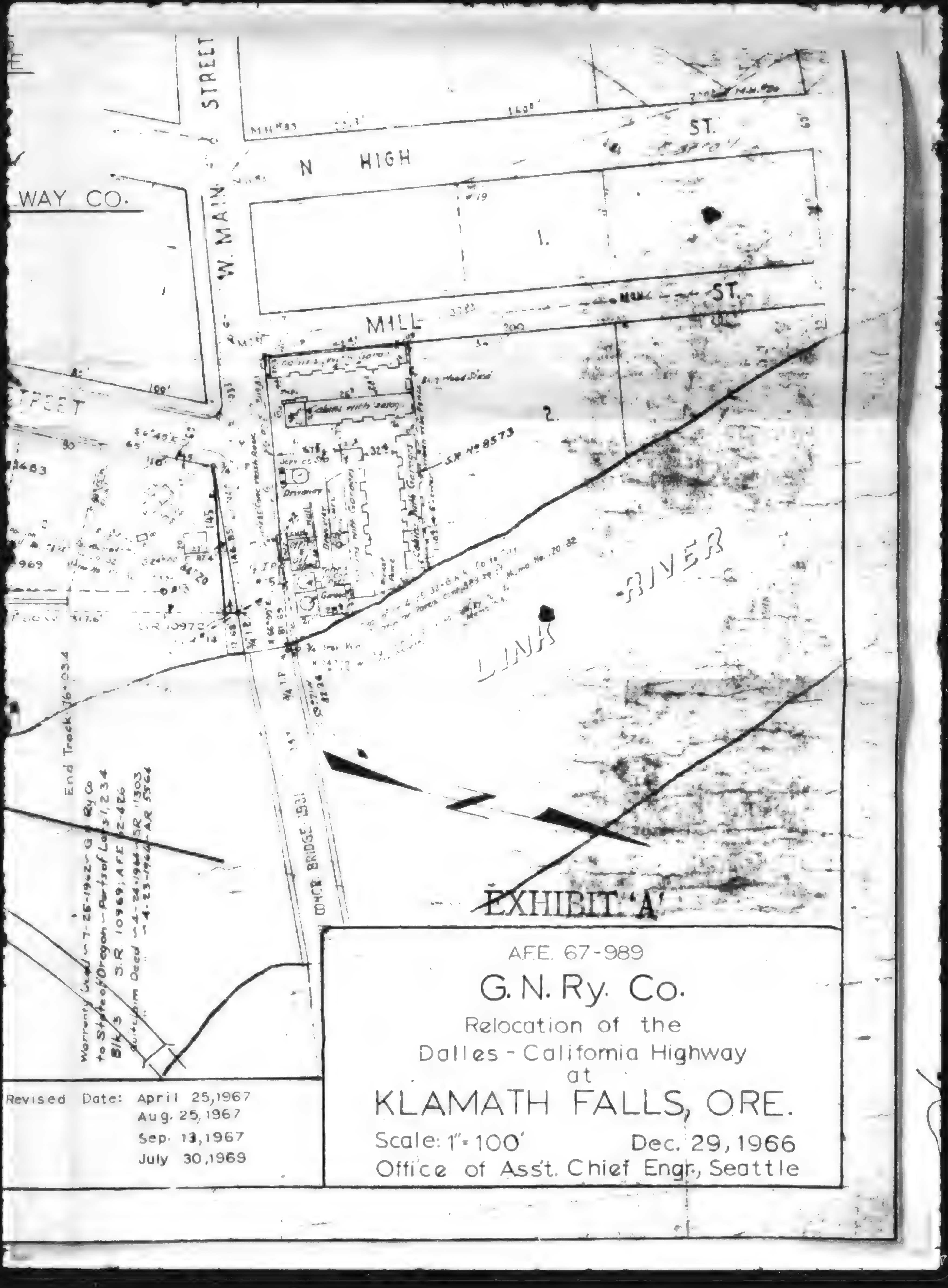


EXHIBIT 'A'

Revised Date: April 25, 1967
Aug. 25, 1967
Sep. 13, 1967
July 30, 1969

A.F.E. 67-989

G. N. Ry. Co.

Relocation of the
Dalles - California Highway
at

KLAMATH FALLS, ORE.

Scale: 1" = 100' Dec. 29, 1966
Office of Ass't. Chief Engr., Seattle

STATE COPY

C

Monthly transaction number 7-50	FO.... PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-25-69	County Klamath
Modification number 1		Project number F-205(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 1, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,407,419.00	$ 3,408,801.00
Federal funds	$ 2,163,600.00	$ 2,164,500.00
Other revisions		

This modification is made for the following reasons:

To include item previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1969.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________
(Division Engineer)

For: R. E. Simpson

By ______________________

____
(Title)

By ______________________

____
(Title)

Oregon State Highway Department

Federal Aid
Project No. F-205(16)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

Revised project agreement estimate to included item previously retained in program status.

Salem, Oregon, July 11, 1969

Type Code 6201
Roadway (Sta. 132+59 thru Equa. 253+71.84 Bk. equals 29+50.00 Ah. to Sta. 38+50)
(Contract No. 7101)

Temporary Protection and Direction of Traffic	All	Required		$ 30,000.00
Furnishing Field Laboratory Building	All	Required		1,000.00
Clearing and Grubbing	All	Required		55,000.00
Ditch Excavation, Unclassified	210	cu.yd.	$3.00	630.00
General Excavation, Unclassified	756,000	cu.yd.	0.55	415,800.00
Special Rock Borrow Excavation, Unclassified	78,900	cu.yd.	1.45	114,405.00
Preparation of Embankment Foundation	All	Required		50,000.00
Overhaul	30,300	C-yd.sta.	0.40	12,120.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	7,300	lin.ft.	0.25	1,825.00
Trench Excavation	2,880	cu.yd.	3.50	10,080.00
Special Backfill in Drains	430	cu.yd.	7.00	3,010.00
Furnishing and Placing Topsoil	23,300	cu.yd.	1.50	34,950.00
Watering	11,200	M-gal.	1.50	16,800.00
3/4" - 0 Material in Base	11,100	ton	1.80	19,980.00
Plant-Mix Stone Base	182,500	ton	1.80	328,500.00
Bituminous Base Mixture	20,300	ton	4.10	83,230.00
Asphalt in Bituminous Base Mixture	920	ton	34.00	31,280.00
3/4" - 0 Aggregate in Prime Coat	1,030	cu.yd.	4.00	4,120.00
RC-250 Asphalt in Prime Coat	160	ton	45.00	7,200.00
Class "B" Asphalt Concrete Mixture	32,500	ton	4.10	133,250.00
Asphalt Cement in Mixture	1,800	ton	34.00	61,200.00
Detour Spacing	1,430	lin.ft.	2.00	2,860.00
12-inch Reinforced Concrete Bridge End Panels	1,060	sq.yd.	16.00	16,960.00
Class "A" Concrete in Walls	45	cu.yd.	90.00	4,050.00
Reinforcement in Walls	2,870	lb.	0.20	574.00
18-inch Paved Culvert End Slopes	18	only	60.00	1,080.00
24-inch Paved Culvert End Slopes	2	only	100.00	200.00

Loose Riprap	2,000 cu.yd.	2.50	$ 5,000.00
12-inch Culvert Pipe	1,080 lin.ft.	3.50	3,780.00
15-inch Culvert Pipe	380 lin.ft.	4.00	1,520.00
18-inch Culvert Pipe	2,980 lin.ft.	4.80	14,304.00
24-inch Culvert Pipe	420 lin.ft.	12.00	5,040.00
30-inch Culvert Pipe	200 lin.ft.	10.50	2,100.00
6-inch Drain Pipe	290 lin.ft.	2.25	652.50
8-inch Drain Pipe	2,260 lin.ft.	2.50	5,650.00
Vertical Alternate Flashing Beacon	3 only	1,000.00	3,000.00
Concrete Manholes	4 only	500.00	2,000.00
Concrete Inlets, Type "G-1"	2 only	200.00	400.00
Concrete Inlets, Type "G-2"	2 only	225.00	450.00
Concrete Inlets, Type "G-2M"	2 only	225.00	450.00
Concrete Inlets, Type "Special G-2M"	6 only	250.00	1,500.00
Concrete Inlets, Type "D"	2 only	225.00	450.00
Concrete Inlets, Type "B"	1 only	250.00	250.00
Concrete End Pieces	3 only	250.00	750.00
Concrete Curbs	85 cu.yd.	45.00	3,825.00
Extra for A.C. Concrete Approaches	10 only	50.00	500.00
Extra for A.C. Concrete Curbs	1,120 lin.ft.	1.00	1,120.00
Guide Posts, W-1	80 only	7.50	600.00
Guide Posts, Y-1	30 only	7.50	225.00
Guide Posts, Y-2	140 only	8.00	1,120.00
Type 2 Guard Rail	13,000 lin.ft.	2.75	35,750.00
Median Barrier	10,400 lin.ft.	4.75	49,400.00
Salvaging Guard Rail	1,150 lin.ft.	0.60	690.00
Type 2 Guard Rail-Salvaged Guard Rail	1,150 lin.ft.	1.35	1,552.50
Roadside Seeding	60 acre	140.00	8,400.00
Roadside Mulching	60 acre	130.00	7,800.00
Grass Seed Mixture	1,800 lb.	0.60	1,080.00
Inorganic Fertilizer, 10-16-8	240 cwt.	6.50	1,560.00
1-1/2 inch Electrical Conduit	120 lin.ft.	2.00	240.00
SIGNING			
Sign Support Footings	All Required		6,500.00
Breakaway Sign Posts	All Required		9,000.00
Pipe Sign Post	All Required		800.00
Dougle Sign Support	All Required		900.00
Contilever Sign Structures	All Required		8,500.00
Sign Bridge Structures	All Required		6,000.00
Structure Mounts	All Required		700.00
Sign Illumination Equipment	All Required		9,000.00
Painted Wood Sign Posts	All Required		1,600.00
Type "A" Signs in Place	1,958 sq.ft.	7.25	14,195.50
Type "C", "D" & "R" Signs in Place	874 sq.ft.	3.40	2,971.60
Type "E" Signs in Place	66 sq.ft.	3.40	224.40
Type "P" Signs in Place	37 sq.ft.	6.25	231.25
Thermoplastic Pavement Arrows	5 only	90.00	450.00
			$ 1,677,335.75

Striping (State Force Order No. 2)	All Required	$ 1,256.26
	Subtotal	$ 1,678,592.01
	*10% Engr. & Cont.	166,858.99
	Total	$ 1,845,451.00

*Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code X521
Great Northern R.R. O'xing #9692 (Sta. 161+37.65 to Sta. 166+41.65) (Contract No. 7101)

Shoring, Cribbing, etc.	All	Required	(37%)	$ 29,600.00
Structural Excavation	1,780	cu.yd.	$7.00	12,460.00
Structural Excavation Below Elevation Shown	180	cu.yd.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	6,335	lin.ft.	4.50	28,507.50
Drive Piles	187	only	55.00	10,285.00
Splice Piles	45	only	20.00	900.00
Class "A" Concrete (4,240 c.y.)	All	Required	(62%)	303,800.00
Reinforcement (1,331,500 lb.)	All	Required	(76%)	190,000.00
Metal Parapet Railing, Single Pipe	1,008	lin.ft.	6.50	6,552.00
8-inch Metal Drain Pipe Type "A" Coating	135	lin.ft.	4.00	540.00
8-inch Cast Iron Pipe	200	lin.ft.	17.50	3,500.00
6-inch Electrical Conduit	66	lin.ft.	6.50	429.00
3-inch Slope Paving	1,725	sq.yd.	10.00	17,250.00
Berm Paving	170	sq.yd.	10.00	1,700.00
				$ 606,783.50

Type Code X771
Riverside Drive U'xing #9693 (Sta. 173+98) (Length 2695) (Contract No. 7101)

Shoring, Cribbing, etc.	All	Required	(14%)	11,200.00
Structural Excavation	670	cu.yd.	7.00	4,690.00
Structural Excavation Below Elevation Shown	60	cu.yd.	7.00	420.00
Furnish 10 BP 42 Steel Piling	2,445	lin.ft.	4.50	11,002.50
Drive Piles	66	only	55.00	3,630.00
Splice Piles	15	only	20.00	300.00
Class "A" Concrete (592 c.y.)	All	Required	(08%)	39,200.00
Reinforcement (94,000 lb.)	All	Required	(05%)	12,500.00
Structural Steel (314,800 lb.)	All	Required	(22%)	91,300.00
Two Tube Steel Railing	552	lin.ft.	16.00	8,832.00
8-inch Metal Drain Pipe, Type "A" Coating	75	lin.ft.	4.00	300.00
8-inch Cast Iron Pipe	20	lin.ft.	17.50	350.00
6-inch Standard Steel Pipe	90	lin.ft.	18.00	1,620.00
1-inch Electrical Conduit	100	lin.ft.	2.00	200.00
3-inch Slope Paving	575	sq.yd.	10.00	5,750.00
Berm Paving	90	sq.yd.	10.00	900.00
				$ 192,194.50

Type Code X271

Green Springs Hwy. Int. O'xing #9694 (Sta. 235+49.5 to Sta. 237+96.0) (Contract No. 7101)

Shoring, Cribbing, etc.	All	Required (49%)		$ 39,200.00
Structural Excavation	2,350	cu.yd.	$7.00	16,450.00
Structural Excavation Below Elevation Shown	220	cu.yd.	7.00	1,540.00
Furnish 10 BP 42 Steel Piling	3,390	lin.ft.	4.50	15,255.00
Drive Piles	177	only	55.00	9,735.00
Splice Piles	45	only	20.00	900.00
Class "A" Concrete (2,022 c.y.)	All	Required (30%)		147,000.00
Reinforcement (319,500 lb.)	All	Required (19%)		47,500.00
Structural Steel (1,105,000 lb.)	All	Required (78%)		323,700.00
Metal Parapet Railing, Single Pipe	643	lin.ft.	6.50	4,179.50
6-inch Standard Steel Pipe	30	lin.ft.	18.00	540.00
5-inch Reinforced Slope Paving	1,300	sq.yd.	12.50	16,250.00
				$ 622,249.50
	Subtotal			$ 1,421,227.50
	10% Engr. & Cont.			142,122.50
	Total			$ 1,563,350.00

Length of Roadway -	2.325 miles
Length of Structure -	0.142 miles
Total Length- -	2.467 miles
Cost of Roadway Per Mile -	$ 793,742.37

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$ 1,845,451.00	$ 1,171,800.00	$ 673,651.00
Structures	1,563,350.00	992,700.00	570,650.00
Total	$ 3,408,801.00	$ 2,164,500.00	$ 1,244,301.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939

Group 1-100%
Prefix 18-1015

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

STATE WORK

Adjust Utilities	All Required	$	31,000.00
R.R. Protection Costs	All Required		3,600.00
Other R.R. Cost	All Required		500.00
	Total	$	35,100.00

F-205(16)

C

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 12-23	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. #7191 45	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-1-67	COUNTY Klamath
		PROJECT NO. F-205(16)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-4-67	2.467
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT $ 3,407,419	FEDERAL FUNDS $ 2,163,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________

Assistant State Highway Engineer
(Title)

By ______________

(Title)

By ______________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer December 1, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Federal-Aid
Oregon State Highway Department Project No. F-205(16)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

Project Agreement.

Salem, Oregon, November 16, 1967

Type Code 6201
Roadway (Sta. 132+59 Thru Equa. 253+71.84 Bk. = 29+50.00 Ah to Sta. 38+50)
(Contract No. 7101)

Temporary Protection and Direction of Traffic	All	Required		$ 30,000.00
Furnishing Field Laboratory Building	All	Required		1,000.00
Clearing and Grubbing	All	Required		55,000.00
Ditch Excavation, Unclass.	210	cu.yd.	$ 3.00	630.00
General Excavation, Unclass.	756,000	cu.yd.	0.55	415,800.00
Special Rock Borrow Excav., Unclass.	78,900	cu.yd.	1.45	114,405.00
Preparation of Embankment Foundation	All	Required		50,000.00
Overhaul	30,300	C-yd.sta.	0.40	12,120.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	7,300	lin.ft.	0.25	1,825.00
Trench Excavation	2,880	cu.yd.	3.50	10,080.00
Special Backfill in Drains	430	cu.yd.	7.00	3,010.00
Furnishing and Placing Topsoil	23,300	cu.yd.	1.50	34,950.00
Watering	11,200	M-gal.	1.50	16,800.00
3/4" - 0 Material in Base	11,100	ton	1.80	19,980.00
Plant-Mix Stone Base	182,500	ton	1.80	328,500.00
Bituminous Base Mixture	20,300	ton	4.10	83,230.00
Asphalt in Bituminous Base Mixture	920	ton	34.00	31,280.00
3/4" - 0 Aggregate in Prime Coat	1,030	cu.yd.	4.00	4,120.00
RC-250 Asphalt in Prime Coat	160	ton	45.00	7,200.00
Class "B" Asphalt Concrete Mixture	32,500	ton	4.10	133,250.00
Asphalt Cement in Mixture	1,800	ton	34.00	61,200.00
Detour Surfacing	1,430	lin.ft.	2.00	2,860.00
12-inch Reinforced Concrete Bridge End Panels	1,060	sq.yd.	16.00	16,960.00
Class "A" Concrete in Walls	45	cu.yd.	90.00	4,050.00
Reinforcement in Walls	2,870	lb.	0.20	574.00
18-inch Paved Culvert End Slopes	18	only	60.00	1,080.00
24-inch Paved Culvert End Slopes	2	only	100.00	200.00
Loose Riprap	2,000	cu.yd.	2.50	5,000.00
12-inch Culvert Pipe	1,080	lin.ft.	3.50	3,780.00
15-inch Culvert Pipe	380	lin.ft.	4.00	1,520.00
18-inch Culvert Pipe	2,980	lin.ft.	4.80	14,304.00
24-inch Culvert Pipe	420	lin.ft.	12.00	5,040.00
30-inch Culvert Pipe	200	lin.ft.	10.50	2,100.00

6-inch Drain Pipe	290	lin.ft.	$ 2.25	$ 652.50
8-inch Drain Pipe	2,260	lin.ft.	2.50	5,650.00
Vertical Alternate Flashing Beacon	3	only	1,000.00	3,000.00
Concrete Manholes	4	only	500.00	2,000.00
Concrete Inlets, Type G-1	2	only	200.00	400.00
Concrete Inlets, Type G-2	2	only	225.00	450.00
Concrete Inlets, Type G-2M	2	only	225.00	450.00
Concrete Inlets, Type Special G-2M	6	only	250.00	1,500.00
Concrete Inlets, Type D	2	only	225.00	450.00
Concrete Inlets, Type E	1	only	250.00	250.00
Concrete End Pieces	3	only	250.00	750.00
Concrete Curbs	85	cu.yd.	45.00	3,825.00
Extra for A.C. Concrete Approaches	10	only	50.00	500.00
Extra for A.C. Concrete Curbs	1,120	lin.ft.	1.00	1,120.00
Guide Posts, W-1	80	only	7.50	600.00
Guide Posts, Y-1	30	only	7.50	225.00
Guide Posts, Y-2	140	only	8.00	1,120.00
Type 2 Guard Rail	13,000	lin.ft.	2.75	35,750.00
Median Barrier	10,400	lin.ft.	4.75	49,400.00
Salvaging Guard Rail	1,150	lin.ft.	0.60	690.00
Type 2 Guard Rail-Salvaged Guard Rail	1,150	lin.ft.	1.35	1,552.50
Roadside Seeding	60	acre	140.00	8,400.00
Roadside Mulching	60	acre	130.00	7,800.00
Grass Seed Mixture	1,800	lb.	0.60	1,080.00
Inorganic Fertilizer, 10-16-8	240	cwt.	6.50	1,560.00
1½-inch Electrical Conduit	120	lin.ft.	2.00	240.00
Signing				
Sign Support Footings	All	Required		6,500.00
Breakaway Sign Posts	All	Required		9,000.00
Pipe Sign Post	All	Required		800.00
Double Sign Support	All	Required		900.00
Cantilever Sign Structures	All	Required		8,500.00
Sign Bridge Structures	All	Required		6,000.00
Structure Mounts	All	Required		700.00
Sign Illumination Equipment	All	Required		9,000.00
Painted Wood Sign Posts	All	Required		1,600.00
Type "A" Signs in Place	1,958	sq.ft.	7.25	14,195.50
Type "C", "D" & "R" Signs in Place	874	sq.ft.	3.40	2,971.60
Type "E" Signs in Place	66	sq.ft.	3.40	224.40
Type "F" Signs in Place	37	sq.ft.	6.25	231.25
Thermoplastic Pavement Arrows	5	only	90.00	450.00
	Subtotal			$1,677,335.75
	10% Engr. & Cont.*			166,733.25
	Total			$1,844,069.00

*Note: Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X521

**Great Northern R.R. O'xing #9692 (Sta. 161+37.65 to Sta. 166+41.65)
(Contract No. 7101)**

Shoring, Cribbing, etc.	All	Required (37%)		$ 29,600.00
Structural Excavation	1,780	cu.yd.	$ 7.00	12,460.00
Structural Excavation Below Elevation Shown	180	cu.yd.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	6,335	lin.ft.	4.50	28,507.50
Drive Piles	187	only	55.00	10,285.00
Splice Piles	45	only	20.00	900.00
Class "A" Concrete (4,240 cu.yd.)	All	Required (62%)		303,800.00
Reinforcement (1,331,500 lb.)	All	Required (76%)		190,000.00
Metal Parapet Railing, Single Pipe	1,008	lin.ft.	6.50	6,552.00
8-inch Metal Drain Pipe, Type "A" Coating	135	lin.ft.	4.00	540.00
8-inch Cast-Iron Pipe	200	lin.ft.	17.50	3,500.00
6-inch Electrical Conduit	66	lin.ft.	6.50	429.00
3-inch Slope Paving	1,725	sq.yd.	10.00	17,250.00
Berm Paving	170	sq.yd.	10.00	1,700.00
				$ 606,783.50

Type Code X771

Riverside Drive U'xing #9693 (Sta. 173+98)(Length 269.5')(Contract No. 7101)

Shoring, Cribbing, etc.	All	Required (14%)		$ 11,200.00
Structural Excavation	670	cu.yd.	$ 7.00	4,690.00
Structural Excavation Below Elevation Shown	60	cu.yd.	7.00	420.00
Furnish 10 BP 42 Steel Piling	2,445	lin.ft.	4.50	11,002.50
Drive Piles	66	only	55.00	3,630.00
Splice Piles	15	only	20.00	300.00
Class "A" Concrete (592 cu.yd.)	All	Required (08%)		39,200.00
Reinforcement (94,000 lb.)	All	Required (05%)		12,500.00
Structural Steel (314,800 lb.)	All	Required (22%)		91,300.00
Two Tube Steel Railing	552	lin.ft.	16.00	8,832.00
8-inch Metal Drain Pipe, Type "A" Coating	75	lin.ft.	4.00	300.00
8-inch Cast-Iron Pipe	20	lin.ft.	17.50	350.00
6-inch Standard Steel Pipe	90	lin.ft.	18.00	1,620.00
1-inch Electrical Conduit	100	lin.ft.	2.00	200.00
3-inch Slope Paving	575	sq.yd.	10.00	5,750.00
Berm Paving	90	sq.yd.	10.00	900.00
				$ 192,194.50

Type Code X271

**Green Springs Hwy. Intchge. O'xing #9694 (Sta. 235+49.5 to Sta. 237+96.0)
(Contract No. 7101)**

Shoring, Cribbing, etc.	All	Required (49%)		$ 39,200.00
Structural Excavation	2,350	cu.yd.	$ 7.00	16,450.00
Structural Excavation Below Elevation Shown	220	cu.yd.	7.00	1,540.00
Furnish 10 BP 42 Steel Piling	3,390	lin.ft.	4.50	15,255.00

Drive Piles	177 only	$ 55.00	$ 9,735.00
Splice Piles	45 only	20.00	900.00
Class "A" Concrete (2,022 cu.yd.)	All Required (30%)		147,000.00
Reinforcement (319,500 lb.)	All Required (19%)		47,500.00
Structural Steel (1,105,000 lb.)	All Required (78%)		323,700.00
Metal Parapet Railing, Single Pipe	643 lin.ft.	6.50	4,179.50
6-inch Standard Steel Pipe	30 lin.ft.	18.00	540.00
5-inch Reinforced Slope Paving	1,300 sq.yd.	12.50	16,250.00
			$ 622,249.50
	Subtotal		$1,421,227.50
	10% Engr. & Cont.		142,122.50
	Total		$1,563,350.00

Length of Roadway - - - - - - 2.325 Miles
Length of Structure - - - - - 0.142 Mile
Total Length 2.467 Miles

Cost of Roadway Per Mile- - - $793,147.96

Retained in Program Status

Signing	All Required	$ 500.00
Striping	All Required	900.00
	Subtotal	$ 1,400.00
	10% Engr. & Cont.	140.00
	Total	$ 1,540.00

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$1,844,069.00	$1,170,900.00	$ 673,169.00
Structures	1,563,350.00	992,700.00	570,650.00
Subtotal	$3,407,419.00	$2,163,600.00	$1,243,819.00
Retained in Program	1,540.00	900.00	640.00
Total	$3,408,959.00	$2,164,500.00	$1,244,459.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 18-1015

Drive Piles	177 only	$ 55.00	$ 9,735.00
Splice Piles	45 only	20.00	900.00
Class "A" Concrete (2,022 cu.yd.)	All Required (30%)		147,000.00
Reinforcement (319,500 lb.)	All Required (19%)		47,500.00
Structural Steel (1,105,000 lb.)	All Required (78%)		323,700.00
Metal Parapet Railing, Single Pipe	643 lin.ft.	6.50	4,179.50
6-inch Standard Steel Pipe	30 lin.ft.	18.00	540.00
5-inch Reinforced Slope Paving	1,300 sq.yd.	12.50	16,250.00
			$ 622,249.50
	Subtotal		$1,421,227.50
	10% Engr. & Cont.		142,122.50
	Total		$1,563,350.00

Length of Roadway - - - - - -	2.325 Miles
Length of Structure - - - - -	0.142 Mile
Total Length	2.467 Miles

Cost of Roadway Per Mile- - - $793,147.96

Retained in Program Status

Signing	All Required	$ 500.00
Striping	All Required	900.00
	Subtotal	$ 1,400.00
	10% Engr. & Cont.	140.00
	Total	$ 1,540.00

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$1,844,069.00	$1,170,900.00	$ 673,169.00
Structures	1,563,350.00	992,700.00	570,650.00
Subtotal	$3,407,419.00	$2,163,600.00	$1,243,819.00
Retained in Program	1,540.00	900.00	640.00
Total	$3,408,959.00	$2,164,500.00	$1,244,459.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 18-1015

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

State Work

Adjust Utilities	All Required	$31,000.00
R.R. Protection Costs	All Required	3,600.00
Other R.R. Costs	All Required	500.00
	Total	$35,100.00

Oregon State Highway Department

Federal-Aid
Project No. F-205(16)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

Revised PS & E estimate.

Salem, Oregon, October 16, 1967

Type Code 6201
Roadway (Sta. 132+59 thru. Equa. 253+71.84 Bk. equals 29+50.00 Ah. to Sta. 38+50)

Temporary Protection and Direction of Traffic	All	Required		$ 9,400.00
Furnishing Field Laboratory Building	All	Required		750.00
Clearing and Grubbing	All	Required		10,000.00
Ditch Excavation, Unclassified	210	cu.yd.	$ 2.50	525.00
General Excavation, Unclassified	756,000	cu.yd.	0.75	567,000.00
Special Rock Borrow Excavation, Unclassified	78,900	cu.yd.	1.50	118,350.00
Preparation of Embankment Foundation	All	Required		150,000.00
Overhaul	30,300	C-yd.sta.	0.45	13,635.00
Finishing Roadbed & Slopes	All	Required		3,500.00
Rounding Cutbanks	7,300	lin.ft.	0.20	1,460.00
Trench Excavation	2,880	cu.yd.	3.00	8,640.00
Special Backfill in Drains	430	cu.yd.	7.00	3,010.00
Furnishing and Placing Topsoil	23,300	cu.yd.	3.00	69,900.00
Watering	11,200	M-gal.	3.00	33,600.00
3/4" - 0 Material in Base	11,100	ton	2.85	31,635.00
Plant Mix Stone Base	182,500	ton	2.85	520,125.00
Bituminous Base Mixture	20,300	ton	5.00	101,500.00
Asphalt in Bituminous Base Mixture	920	ton	38.00	34,960.00
3/4" - 0 Aggregate in Prime Coat	1,030	cu.yd.	5.50	5,665.00
RC-250 Asphalt in Prime Coat	160	ton	60.00	9,600.00
Class "B" Asphalt Concrete Mixture	32,500	ton	5.35	173,875.00
Asphalt Cement in Mixture	1,800	ton	38.00	68,400.00
Detour Surfacing	1,430	lin.ft.	2.50	3,575.00
12-inch Reinforced Concrete Bridge End Panels	1,060	sq.yd.	20.00	21,200.00
Class "A" Concrete in Walls	45	cu.yd.	65.00	2,925.00
Reinforcement in Walls	2,870	lbs.	0.15	430.50
18-inch Paved Culvert End Slopes	18	only	45.00	810.00
24-inch Paved Culvert End Slopes	2	only	60.00	120.00
Loose Riprap	2,000	cu.yd.	4.50	9,000.00

12-inch Culvert Pipe	1,080 lin.ft.	$ 3.75	$ 4,050.00
15-inch Culvert Pipe	380 lin.ft.	4.25	1,615.00
18-inch Culvert Pipe	2,980 lin.ft.	5.00	14,900.00
24-inch Culvert Pipe	420 lin.ft.	8.00	3,360.00
30-inch Culvert Pipe	200 lin.ft.	10.50	2,100.00
6-inch Drain Pipe	290 lin.ft.	2.00	580.00
8-inch Drain Pipe	2,260 lin.ft.	2.50	5,650.00
Vertical Alternate Flashing Beacon	3 only	1,000.00	3,000.00
Concrete Manholes	4 only	300.00	1,200.00
Concrete Inlets, Type "G-1"	2 only	120.00	240.00
Concrete Inlets, Type "G-2"	2 only	150.00	300.00
Concrete Inlets, Type "G-2M"	2 only	175.00	350.00
Concrete Inlets, Type "Special G-2M"	6 only	200.00	1,200.00
Concrete Inlets, Type "D"	2 only	165.00	330.00
Concrete Inlets, Type "B"	1 only	130.00	130.00
Concrete End Pieces	3 only	200.00	600.00
Concrete Curbs	85 cu.yd.	50.00	4,250.00
Extra for A.C. Concrete Approaches	10 only	40.00	400.00
Extra for A.C. Concrete Curbs	1,120 lin.ft.	1.25	1,400.00
Guide Posts, W-1	80 only	8.00	640.00
Guide Posts, Y-1	30 only	8.50	255.00
Guide Posts, Y-2	140 only	9.00	1,260.00
Type 2 Guard Rail	13,000 lin.ft.	2.75	35,750.00
Median Barrier	10,400 lin.ft.	5.75	59,800.00
Salvaging Guard Rail	1,150 lin.ft.	1.00	1,150.00
Type 2 Guard Rail-Salvaged Guard Rail	1,150 lin.ft.	1.10	1,265.00
Roadside Seeding	60 acre	125.00	7,500.00
Roadside Mulching	60 acre	175.00	10,500.00
Grass Seed Mixture	1,800 lbs.	1.00	1,800.00
Inorganic Fertilizer, 10-16-8	240 cwt.	7.00	1,680.00
1 1/2-inch Electrical Conduit	120 lin.ft.	2.50	300.00

SIGNING

Sign Support Footings	All Required	8,400.00
Breakaway Sign Posts	All Required	5,000.00
Pipe Sign Post	All Required	500.00
Double Sign Support	All Required	1,000.00
Cantilever Sign Structures	All Required	8,300.00
Sign Bridge Structures	All Required	5,650.00
Structure Mounts	All Required	500.00
Sign Illumination Equipment	All Required	9,200.00
Painted Wood Sign Posts	All Required	2,000.00

Type "A" Signs in Place	1,958	sq.ft.	$ 8.00	$ 15,664.00
Type "C", "D", & "R" Signs in Place	874	sq.ft.	4.75	4,151.50
Type "E" Signs in Place	66	sq.ft.	5.00	330.00
Type "P" Signs in Place	37	sq.ft.	7.00	259.00
Thermoplastic Pavement Arrows	5	only	100.00	500.00
				$2,202,600.00
		*10% Engr. & Cont.		219,510.00
		Total		$2,422,110.00

Reduced in accordance with paragraph 5 (project field office) of PPM 20-6.

Type Code X521
Great Northern R.R. O'xing #9692 (Sta. 161+37.65 to Sta. 166+41.65)

Shoring, Cribbing, etc.	All	Required (37%)		$ 1,850.00
Structural Excavation	1,780	cu.yd.	$ 4.00	7,120.00
Structural Excavation Below Elevation Shown	180	cu.yd.	6.00	1,080.00
Furnish 10 BP 42 Steel Piling	6,335	lin.ft.	6.00	38,010.00
Drive Piles	187	only	60.00	11,220.00
Splice Piles	45	only	40.00	1,800.00
Class "A" Concrete (4,240 cu.yd. @ $80.00)	All	Required (62%)		339,958.40
Reinforcement (1,331,500 lbs. @ $.15)	All	Required (76%)		198,930.00
Metal Parapet Railing, Single Pipe	1,008	lin.ft.	8.00	8,064.00
8-inch Metal Drain Pipe Type "A" Coating	135	lin.ft.	4.00	540.00
8-inch Cast-Iron Pipe	200	lin.ft.	4.00	800.00
6-inch Electrical Conduit	66	lin.ft.	10.00	660.00
3-inch Slope Paving	1,725	sq.yd.	10.00	17,250.00
Berm Paving	170	sq.yd.	8.00	1,360.00
				$628,642.40

Type Code X771
Riverside Drive U'xing #9693 (Sta. 173+98)(Length 269.5')

Shoring, Cribbing, etc.	All	Required (14%)		$ 700.00
Structural Excavation	670	cu.yd.	$ 4.00	2,680.00
Structural Excavation Below Elevation Shown	60	cu.yd.	6.00	360.00
Furnish 10 BP 42 Steel Piling	2,445	lin.ft.	6.00	14,670.00
Drive Piles	66	only	60.00	3,960.00

Splice Piles	15 only	$40.00	$ 600.00
Class "A" Concrete (592 cu.yd. @ $80.00)	All Required (8%)		43,865.60
Reinforcement (94,000 lbs. @ $.15)	All Required (5%)		13,087.50
Structural Steel (314,800 lbs. @ $.32)	All Required (22%)		99,953.92
Two Tube Steel Railing	552 lin.ft.	18.00	9,936.00
8-inch Metal Drain Pipe, Type "A" Coating	75 lin.ft.	4.00	300.00
8-inch Cast-Iron Pipe	20 lin.ft.	4.00	80.00
6-inch Standard Steel Pipe	90 lin.ft.	20.00	1,800.00
1-inch Electrical Conduit	100 lin.ft.	1.50	150.00
3-inch Slope Paving	575 sq.yd.	10.00	5,750.00
Berm Paving	90 sq.yd.	8.00	720.00
			$198,613.02

Type Code X271
Green Springs Hwy. Int. O'xing #9694 (Sta. 235+49.5 to Sta. 237+96.0)

Shoring, Cribbing, etc.	All Required (49%)		$ 2,450.00
Structural Excavation	2,350 cu.yd.	$ 4.00	9,400.00
Structural Excavation Below Elevation Shown	220 cu.yd.	6.00	1,320.00
Furnish 10 BP 42 Steel Piling	3,390 lin.ft.	6.00	20,340.00
Drive Piles	177 only	60.00	10,620.00
Splice Piles	45 only	40.00	1,800.00
Class "A" Concrete (2,022 cu.yd. @ $80.00)	All Required (30%)		164,496.00
Reinforcement (319,500 lbs. @ $.15)	All Required (19%)		49,732.50
Structural Steel (1,105,000 lbs. @ $.32)	All Required (78%)		354,382.08
Metal Parapet Railing, Single Pipe	643 lin.ft.	8.00	5,144.00
6-inch Standard Steel Pipe	30 lin.ft.	20.00	600.00
5-inch Reinforced Slope Paving	1,300 sq.yd.	16.00	20,800.00
			$ 641,084.58

Subtotal	$1,468,340.00
10% Engr. & Cont.	146,834.00
Total	$1,615,174.00

Length of Roadway	2.325 Miles
Length of Structure	0.142 Miles
Total Length	2.467 Miles
Cost of Roadway per Mile	$1,041,767.74

Retained in Program Status

Signing	All Required	$ 500.00
Striping	All Required	900.00
	Subtotal	$1,400.00
	10% Engr. & Cont.	140.00
		$1,540.00

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$2,422,110.00	$1,538,000.00	$ 884,110.00
Structures	1,615,174.00	1,025,600.00	589,574.00
Subtotal	$4,037,284.00	$2,563,600.00	$1,473,684.00
Retained in Program Status	1,540.00	900.00	640.00
Total	$4,038,824.00	$2,564,500.00	$1,474,324.00

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

STATE WORK

Adjust Utilities	All Required	$31,000.00
R.R. Protection Costs	All Required	3,600.00
Other R.R. Costs	All Required	500.00
	Total	$35,100.00

Oregon State Highway Dep[illegible]ment

Federal-Aid
Project No. F-205(16)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

OF THE DALLAS-CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

P. S. & E. estimate.

Salem, Oregon September 29, 1967

Type Code 6201
Roadway (Sta. 132+59 thru Equa. 253+71.84 Bk. = 29+50.00 Ah. to Sta. 38+50)

Temporary Protection and Direction of Traffic	All Required		$ 9,400.00
Furnishing Field Laboratory Building	All Required		750.00
Clearing and Grubbing	All Required		10,000.00
Ditch Excavation, Unclass.	210 cu.yd.	2.50	525.00
General Excavation, Unclass.	756,000 cu.yd.	0.75	567,000.00
Special Rock Borrow Excavation, Unclass.	78,900 cu.yd.	1.50	118,350.00
Preparation of Embankment Foundation	All Required		150,000.00
Overhaul	30,300 C-yd.sta.	0.45	13,635.00
Finishing Roadbed and Slopes	All Required		3,500.00
Rounding Cutbanks	7,300 lin.ft.	0.20	1,460.00
Trench Excavation	2,880 cu.yd.	3.00	8,640.00
Special Backfill in Drains	430 cu.yd.	7.00	3,010.00
Furnishing and Placing Topsoil	23,300 cu.yd.	3.00	69,900.00
Watering	11,200 M-gal.	3.00	33,600.00
3/4" - 0 Material in Base	11,100 ton	2.85	31,635.00
Plant-Mix Stone Base	182,500 ton	2.85	520,125.00
Bituminous Base Mixture	20,300 ton	5.00	101,500.00
Asphalt in Bituminous Base Mixture	920 ton	38.00	34,960.00
3/4" - 0 Aggregate in Prime Coat	1,030 cu.yd.	5.50	5,665.00
RC-250 Asphalt in Prime Coat	160 ton	60.00	9,600.00
Class "B" Asphalt Concrete Mixture	32,500 ton	5.35	173,875.00
Asphalt Cement in Mixture	1,800 ton	38.00	68,400.00
Detour Surfacing	1,430 lin.ft.	2.50	3,575.00
12-inch Reinforced Concrete Bridge End Panels	1,060 lin.ft.	20.00	21,200.00
Class "A" Concrete in Walls	45 cu.yd.	65.00	2,925.00
Reinforcement in Walls	2,870 lb.	0.15	430.50
18-inch Paved Culvert End Slopes	18 only	45.00	810.00
24-inch Paved Culvert End Slopes	2 only	60.00	120.00
Loose Riprap	2,000 cu.yd.	4.50	9,000.00
12-inch Culvert Pipe	1,080 lin.ft.	3.75	4,050.00
15-inch Culvert Pipe	380 lin.ft.	4.25	1,615.00
18-inch Culvert Pipe	2,980 lin.ft.	5.00	14,900.00

24-inch Culvert Pipe	420	lin.ft.	$ 8.00	$ 3,360.00
30-inch Culvert Pipe	200	lin.ft.	10.50	2,100.00
6-inch Drain Pipe	290	lin.ft.	2.00	580.00
8-inch Drain Pipe	2,260	lin.ft.	2.50	5,650.00
Vertical Alternate Flashing Beacon	1	only	1,000.00	1,000.00
Concrete Manholes	4	only	300.00	1,200.00
Concrete Inlets, Type "G-1"	2	only	120.00	240.00
Concrete Inlets, Type "G-2"	2	only	150.00	300.00
Concrete Inlets, Type "G-2M"	2	only	175.00	350.00
Concrete Inlets, Type "Special G-2M"	6	only	200.00	1,200.00
Concrete Inlets, Type "D"	2	only	165.00	330.00
Concrete Inlets, Type "B"	1	only	130.00	130.00
Concrete End Pieces	1	only	200.00	200.00
Concrete Curbs	85	cu.yd.	50.00	4,250.00
Extra for A.C. Concrete Approaches	10	only	40.00	400.00
Extra for A.C. Concrete Curbs	1,120	lin.ft.	1.25	1,400.00
Guide Posts, W-1	80	only	8.00	640.00
Guide Posts, Y-1	30	only	8.50	255.00
Guide Posts, Y-2	140	only	9.00	1,260.00
Type 2 Guard Rail	13,000	lin.ft.	2.75	35,750.00
Salvaging Guard Rail	1,150	lin.ft.	1.00	1,150.00
Type 2 Guard Rail - Salvaged Guard Rail	1,150	lin.ft.	1.10	1,265.00
Roadside Seeding	60	acre	125.00	7,500.00
Roadside Mulching	60	acre	175.00	10,500.00
Grass Seed Mixture	1,800	lb.	1.00	1,800.00
Inorganic Fertilizer, 10-16-8	240	cwt.	7.00	1,680.00

SIGNING

Sign Support Footings	All	Required		8,600.00
Breakaway Sign Posts	All	Required		5,300.00
Pipe Sign Post	All	Required		500.00
Double Sign Support	All	Required		1,000.00
Cantilever Sign Structures	All	Required		8,300.00
Sign Bridge Structures	All	Required		5,650.00
Sign Illumination Equipment	All	Required		8,300.00
Painted Wood Sign Posts	All	Required		2,000.00
Type "A" Signs in Place	1,958	sq.ft.	8.00	15,664.00
Type "C", "D", & "R" Signs in Place	874	sq.ft.	4.75	4,151.50
Type "E" Signs in Place	66	sq.ft.	5.00	330.00
Type "P" Signs in Place	37	sq.ft.	7.00	259.00
Thermoplastic Pavement Arrows	5	only	100.00	500.00
				$2,139,200.00
			*10% Engr. & Cont.	213,170.00
			Total	$2,352,370.00

* Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code X521
Great Northern R.R. O'xing #9692 (Sta. 161+37.65 to Sta. 166+41.65)

Shoring, Cribbing, etc.	All Required (37%)		$ 1,850.00
Structural Excavation	1,780 cu.yd.	$ 4.00	7,120.00
Structural Excavation Below Elevation Shown	180 cu.yd.	6.00	1,080.00
Furnish 10 BP 42 Steel Piling	6,335 lin.ft.	6.00	38,010.00
Drive Piles	187 only	60.00	11,220.00
Splice Piles	45 only	40.00	1,800.00
Class "A" Concrete (4,240 cu.yd. @ $80.00)	All Required (62%)		339,958.40
Reinforcement (1,331,500 lb. @ $0.15)	All Required (76%)		198,930.00
Metal Parapet Railing, Single Pipe	1,008 lin.ft.	8.00	8,064.00
8-inch Metal Drain Pipe Type "A" Coating	135 lin.ft.	4.00	540.00
8-inch Cast-Iron Pipe	200 lin.ft.	4.00	800.00
6-inch Electrical Conduit	66 lin.ft.	10.00	660.00
3-inch Slope Paving	1,725 sq.yd.	10.00	17,250.00
Berm Paving	170 sq.yd.	8.00	1,360.00
			$628,642.40

Type Code X771
Riverside Drive U'xing #9693 (Sta. 173+98)(Length 269.5')

Shoring, Cribbing, etc.	All Required (14%)		$ 700.00	
Structural Excavation	670 cu.yd.	$ 4.00	2,680.00	
Structural Excavation Below Elevation Shown	60 cu.yd.	6.00	360.00	
Furnish 10 BP 42 Steel Piling	2,445 lin.ft.	6.00	14,670.00	
Drive Piles	66 only	60.00	3,960.00	
Splice Piles	15 only	40.00	600.00	
Class "A" Concrete (592 ~~(2,022~~ cu.yd. @ $80.00)	All Required (~~[illegible]~~)		~~[illegible]~~	113,86[illegible]
Reinforcement (94,000 ~~([illegible]~~ lb.@$0.15)	All Required (~~[illegible]~~)		~~[illegible]~~	3,087.50
Structural Steel (314,800 ~~([illegible]~~ lb. @ $0.32)	All Required (~~[illegible]~~)		~~[illegible]~~	[illegible]
Two Tube Steel Railing	552 lin.ft.	18.00	9,936.00	
8-inch Metal Drain Pipe, Type "A" Coating	75 lin.ft.	4.00	300.00	
8-inch Cast-Iron Pipe	20 lin.ft.	4.00	80.00	
6-inch Standard Steel Pipe	90 lin.ft.	20.00	1,800.00	
3-inch Slope Paving	575 sq.yd.	10.00	5,750.00	
Berm Paving	90 sq.yd.	8.00	720.00	
			~~$610,166.92~~	
			[illegible]	

Type Code X271
Green Springs Hwy. Intchge. O'xing #9694 (Sta. 235+49.5 to Sta. 237+96.0)

Shoring, Cribbing, etc.	All Required (49%)		$ 2,450.00
Structural Excavation	2,350 cu.yd.	$ 4.00	9,400.00
Structural Excavation Below Elevation Shown	220 cu.yd.	6.00	1,320.00
Furnish 10 BP 42 Steel Piling	3,390 lin.ft.	6.00	20,340.00
Drive Piles	177 only	60.00	10,620.00
Splice Piles	45 only	40.00	1,800.00
[illegible] Class "A" Concrete (~~[illegible]~~ cu.yd. @ $80.00)	All Required (~~[illegible]~~) 30%		~~[illegible]~~ 164,496.00
[illegible] Reinforcement (~~[illegible]~~ lb. @ $0.15)	All Required (~~9%~~) 19%		~~[illegible]~~ 49,742.50
(1,105,000 Structural Steel (~~[illegible]~~ lb. @ $0.32)	All Required (~~[illegible]~~) 78%		~~[illegible]~~ 354,382.08
Metal Parapet Railing, Single Pipe	643 lin.ft.	8.00	5,144.00
6-inch Standard Steel Pipe	30 lin.ft.	20.00	600.00
5-inch Reinforced Slope Paving	1,300 sq.yd.	16.00	20,800.00
			$ ~~[illegible]~~ 641,084.58
	Subtotal		$1,468,190.00
	10% Engr. & Cont.		146,819.00
	Total		$1,615,009.00

Length of Roadway - - - - - - - - -	2.325 Miles
Length of Structure - - - - - - - -	0.142 Miles
Total Length - - - - - - - - - - - -	2.467 Miles

Cost of Roadway Per Mile - - - - - - $1,011,772.03

Retained in Program Status

Signing	All Required	$ 500.00
Striping	All Required	900.00
	Subtotal	$1,400.00
	10% Engr. & Cont.	140.00
		$1,540.00

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$2,352,370.00	$1,493,700.00	$ 858,670.00
Structures	1,615,009.00	1,025,500.00	589,509.00
Subtotal	$3,967,379.00	$2,519,200.00	$1,448,179.00
Retained in Program Status	1,540.00	900.00	640.00
Total	$3,968,919.00	$2,520,100.00	$1,448,819.00

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

STATE WORK

Adjust Utilities	All Required	$31,000.00
R. R. Protection Costs	All Required	3,600.00
Other R.R. Costs	All Required	500.00
	Total	$35,100.00

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SEP 1[illegible] 1969
FOR FILING

7-22-69

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

js

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 8	REPORT NO. 7	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 7-22-69	INSPECTION MADE BY J. J. Hegmann, Area Engineer		PROJECT NO. F-205(16)
IN COMPANY WITH	J. Putnam, Div Engr; A. Roar, Asst Br Engr; W. R. Meritt, Proj Engr; and M. Krehbiel, Res Br Engr		
QUALITY OF WORK * Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 104 %	WORK COMPLETED 99 %

3030

1111

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

KLAMATH FALLS - GREEN SPRINGS INTERCHANGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving, Structures, and Signing

This was considered a final inspection of the contract work. This inspection was followed by a night inspection to ascertain the effectiveness of the lighted signing. Only minor guardrail pieces and signing adjustment under price agreement or State Force Orders remain. If materials are available these should be complete by early next month.

Several minor state force and extra work orders were initiated as the job neared completion for signing revisions or adjustment. These were nonparticipating orders.

The project work was acceptable and generally quite satisfactory except for the pavement smoothness. As noted in previous reports, the rideability at highway speeds is not as smooth as desirable and possible; however, Mr. Putnam advises that the pavement has been checked and does meet the Specification tolerance for smoothness - 0.012' from a 10' straightedge. The matter of workmanship and smoothness was of considerable concern to the project and State Division staff during construction. Workmanship following meeting with the contractor did not significantly improve. As a result, some cutting and patching was required before the paving work was considered acceptable by the State.

Because of this problem it is recommended that the State explore the feasibility of some additional control over workmanship and profile on future bituminous paving projects. This control could take the form of additional profile control using a longer "base" and/or a requirement that the contractor's equipment and procedures for laydown be checked out and approved before being allowed to proceed.

8/28/69
Copies to
Putnam
Meritt
Gallagher
Hatcher
JW

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

In an earlier report, mention was made of some frozen concrete on the deck of the railroad overcrossing. This took place at the north end of the Northbound structure. The area has been sandblasted and freed of the thin, unsound concrete layer, and an epoxy mixture has been placed over the area. No maintenance problem is anticipated but OSHD will observe the area closely.

Three inspections-in-depth were made on the project during construction. Project control tests and other documentation were spot reviewed during this inspection. These indicate that materials were furnished and work performed in reasonably close conformance with the contract requirements with the below exceptions:

> Approximately 42% of the 60-70 pen. A.C. in the PMBB failed on penetration or flashpoint requirements although it had been certified.
>
> Approximately 14% of the 60-70 pen. A.C. in the Class B mixture similarly failed.
>
> A very small percentage of asphaltic mixture failed to meet compaction requirements.

These items are under study by OSHD. Appropriate action will be taken by this office when their recommendations relative to assessments, deductions, or other action are received.

The contractor has utilized more time than specified; however, he has requested additional time based on extra work he performed. Additional time appears warranted under the provisions of the contract for extra work and favorable action by OSHD is anticipated. This office will take appropriate action when OSHD's recommendations are received.

Approved by Klaboe & Barbee
PBA:eh 6/5/68

JUL 30 1969

7-8-69

COPY FOR MR. Victor Wolfe
From Floyd Query, Secretary

FOR FILING
F-305(
7111

RESOLUTION

WHEREAS, pursuant to ORS 366.300, whenever the State Highway Commission relocates or realigns a state highway or any section thereof, and by reason of the relocation or realignment there is eliminated from the original highway a section thereof, the eliminated section shall:

a. If needed for the service of persons living thereon or for a community served thereby, be maintained by the commission at state expense, or by the county, or by the state and the county, on such terms and conditions as may be agreed upon or

b. If merely part of the old right of way which is no longer needed for right of way purposes, revert to the abutting property owners unless, in the judgment of the commission, it is needed or valuable for any public use; and

WHEREAS, due to the relocation of the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway, State Primary Highway No. 4, portions of the right of way of the former route of the highway are no longer needed for state highway right of way purposes and may be eliminated as sections of the original The Dalles-California Highway, which sections to be eliminated are hereinafter designated as Units A and B and are shown colored in brown and purple, respectively, on the map attached hereto marked "Exhibit A" and by this reference made a part hereof; and

WHEREAS, the City of Klamath Falls, Klamath County, and the State Highway Commission entered into an agreement on June 8, 1967 relating to the elimination and disposition to be made of Units A and B; and

WHEREAS, said agreement provides that State shall, upon completion of the project, relinquish to City that portion of The Dalles-California Highway (existing), lying within the corporate limits of the City of Klamath Falls, approximately as shown colored in brown on the attached Exhibit A and all State's right, title, and interest therein shall pass to City for maintenance, jurisdiction, and control thereof at City's sole expense.

WHEREAS, said agreement provides that State shall, upon completion of the project, relinquish to County that portion of The Dalles-California Highway (existing), approximately as shown colored in purple on the attached Exhibit A; and all State's right, title, and interest therein shall pass to County for maintenance, jurisdiction, and control thereof at County's sole expense.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission as follows:

1. That by reason of the relocation and construction of the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway, State Primary Highway No. 4, in Klamath County, Oregon, sections of the right of way of the former route of the highway are no longer needed by the State of Oregon and are not required as portions of the right of way of the relocated The Dalles-California Highway or the state highway system, which sections of the right of way of the former route of the highway are identified as Units A and B and described as follows:

NOTED
VICTOR D. WOLFE

APPROVED BY KLABOE & BARBEE

UNIT A

All the land within the right of way boundaries of the existing The Dalles-California Highway, from approximately opposite relocated Engineer's Station 131+80, which point is at the control access line near the intersection of Main and South Riverside Streets on said existing highway; thence southerly along the existing alignment to the south city limits of the City of Klamath Falls.

UNIT B

All the land within the right of way boundaries of the existing The Dalles-California Highway, lying outside the relocated right of way boundary, from the south city limits of the City of Klamath Falls; thence southerly along the existing alignment to a relocated connection with the Green Springs Highway Interchange approximately at Engineer's Station "GS^2" 473+20.

2. That under the agreement entered into by the State Highway Commission, Klamath County, and the City of Klamath Falls on June 8, 1967, Units A and B, as heretofore described and as shown colored in brown and purple on Exhibit A, are hereby duly eliminated as portions of The Dalles-California Highway and the state highway system; and all right, title, and interest of the State of Oregon in Unit A hereby pass to and vest in the City of Klamath Falls, and all right, title, and interest of the State of Oregon in Unit B hereby pass to and vest in Klamath County.

3. That the right of way of the existing Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway and that real property acquired by the State of Oregon, as shown colored in green on Exhibit A, are needed for right of way and other public purposes, and, therefore, this Commission hereby declares and orders that possession of and title to all the land or area shown colored in green on Exhibit A shall be retained and held by the State of Oregon, by and through its State Highway Commission.

4. That this resolution be entered in full in the minutes and records of the State Highway Commission as Abandonment Resolution No. 467, this 8th day of July, 1969, and the Secretary is ordered to mail a duplicate copy hereof to the Klamath County Board of Commissioners and the City of Klamath Falls.

PBA:eb
6/5/69

F-205(16)

Form E-208—5M

RECEIVED
JUN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7101

STATE COPY

G-1P

Contingent [illegible] project agreement [illegible] additional funds are required.
Date MAY 5 1969 By
Dist. Engineer
U.S. Bureau of Public Roads

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Klamath-Falls-Green Springs Interchange Section

Date: May 29, 19 69

Highway: The Dalles-California

Contract No.: 7101

County: Klamath

Prefix: 18-1015

Contractor: Slate-Hall and Hamilton ConstructionCo.

F. A. Project No.: F-205(16)

Address: 7805 S. W. 40th Avenue, Portland, Oregon 97219

Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove median barrier rail members, adjust median barrier posts to grade and reinstall median barrier rail members in areas of embankment settlement.

NOTED
F. B. KLABOE

Location by station numbers:

Stations 186+00 to 194+00

Estimate of quantities and cost:

Labor	$400.00
Equipment	100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Embankment settlement occurred during last winter subsequent to median barrier installation, thus necessitating removal to allow pavement patching and adjustment of median barrier posts to reestablish grade.

Some previous work done on this order.

Telephone approval for this order received 5/29/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,526,946.15	
Present estimate of project cost, including $500.00 for work under this order	$3,526,946.15	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ W. Reid Meritt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ J. E. Putnam
Division Engineer

Approved: /s/ F. D. Morgan ✓ 6-13-69

STATE COPY

Form [illegible]

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APR 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-205
7101

Contingent upon modification of project agreement if additional funds are required.
Date 1969
Dist. Engineer
U.S. Bureau of Public Roads

G-1P

OREGON STATE HIGHWAY DEPARTME.

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Klamath Falls-Green Springs Interchange Section
Date: April 2, 1969

Highway: The Dalles-California
Contract No. 7101

County: Klamath
Prefix: 18-1015

Contractor: Slate-Hall and Hamilton Const. Co.
F. A. Project No. F-205(16)

Address: 7805 S. W. 40th Avenue, Portland, Oregon 97219
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pump lime-cement grout as required to fill voids under the reinforced concrete approach panel and adjoining A. C. pavement at the north end of the Great Northern Rail Road 'O'Xing.

NOTED
F. B. KLEE

Location by station numbers:

161+25

Estimate of quantities and cost:

Labor	$ 450.00
Materials	925.00
Equipment Rental	525.00
Total	$1,900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Fill settlement at the north end of the structure has created voids beneath a part of the approach panel and also possibly beneath the adjoining A. C. pavement. The approach panel has settled a maximum of 0.22' along the north edge, and is cracked longitudinally on the right side.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,526,946.15
Present estimate of project cost, including $1,900.00 for work under this order	$3,526,946.15
Expected under-run over-run amount	$0.00
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. Reid Meritt
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ F. D. Morgan 4-21-69

RECEIVED
NOV 7 - 1968

FORM E-30X—50M—2-66 SP*23500-734

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1968

SUBJECT: Meeting re A. C. Paving
Klamath Falls-Green Springs Junction

To:
MEMO TO THE FILES

On a regular inspection of the subject project on October 21 by J. F. Putnam, Division Engineer, Reid Meritt, Resident Engineer, and John Walker, Assistant Construction Engineer, it was observed that the laydown and workmanship on the paving operation between the Green Springs Interchange and the railroad overcrossing structures were quite substandard. The paving in this area had been completed up to the top lift. The surface finish was somewhat irregular and undulating and there were areas where the northbound lanes appeared to be at slightly a different elevation than the southbound ones. A multi-line profile proved this to be true and it was considered necessary that corrective measures were in order prior to placing the final lift of pavement.

A meeting was requested with representatives of Slate-Hall Company, prime contractor, and Dorman Construction Company, subcontractor who was doing the paving. This meeting was held Friday morning, October 25 with the following personnel attending:

Mr. E. Slate	Slate-Hall
Mr. Bob Dorman	Dorman Construction Company
Mr. J. F. Putnam	Division Engineer, OSHD
Mr. O. B. Jackmond	Assistant Division Engineer, OSHD
Mr. Reid Meritt	Resident Engineer, OSHD
Mr. J. H. Walker	Assistant Construction Engineer, OSHD

The profiles were viewed and the situation discussed in the Resident Engineer's office. Then a trip to the project was made to inspect the pavement. It was agreed by all that corrective measures were in order before any top lift could be placed. These measures will involve some planing of high spots and filling of depressed ones. There appears to be three main areas where these corrections are to be made. The balance of the project will be checked for any further places where attention is needed. The Resident Engineer will establish grades for leveling or cutting as the case may be. It was felt that any excess leveling material used beyond that designed for the project should be furnished by the contractor at no cost to the State and the corrective work done at no added cost.

At the earlier inspection on October 21, a night trip over the project was made and several changes and additions to the signing and barricading were suggested. On October 24 the project was again viewed at night and it was found that the corrective signing and barricading had been done. A few spots where a little more reflectorizing would help were noted and they are to be done as of this date.

John H Walker
John H. Walker
Field Construction Engineer

JHW:fw

cc F. B. Klaboe
J. F. Putnam
W. R. Meritt

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NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 1968
FOR FILING
F-205(16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: September 18, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Greensprings Interchange Section
The Dalles - California Highway
Inspection-in-Depth of Pile Driving Operations

We are transmitting a copy of our inspection-in-depth report on the subject project.

The phase of the work covered by this report was found to be very well done. The report recommends no corrective action or followup inspection of this phase of the project.

9-23-68
REFERRED TO
Edwards - Morgan Young
ASST. STATE HWY. ENGR

Copy - [illegible] ✓ 9-24-68

NOTED
TOM EDWARDS

F. B. KL[illegible]

NOTED
TOM EDWARDS

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 10-66)

cc: OSHD (Klaboe)
Region (3 cys)
Wash DC thru Region
Admin Mgr File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☐ PART OF STATEWIDE PHASE ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

AC

REGION 8	DIVISION Oregon	COUNTY Klamath	PROJECT NUMBER F-205(16)

DATE OF INSPECTION: 8-1-68

PHASE(S) INSPECTED: Pile Driving Operations

REPORT OR CONTROL NUMBER: 35-68-EID (10A) 21

INSPECTION MADE BY: P. R. Luckeroth, Bridge Engr

IN COMPANY WITH: M. D. Krehbiel, Res Bridge Engr, OSHD

REPORT PREPARED BY: P. R. Luckeroth, Bridge Engr

PROJECT INCLUDES: ☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address):
Slate-Hall and Hamilton Co.
Portland, Oregon

CONTRACT AMOUNT: $ 3,098,563

PROJECT STATUS (%comp.):

LOCATION: Klamath Falls - Green Springs Interchange Section of The Dalles - California Highway, beginning at Link River and extending southerly approximately 2 1/2 miles.

REPORT TO INCLUDE: SCOPE OF INSPECTION, SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

KLAMATH FALLS - GREEN SPRINGS JUNCTION SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading, Paving, Structures, and Signing

1. SCOPE OF INSPECTION:

All of the pile driving on this project was complete at the time of the inspection. This inspection was limited to the examination of field records of the pile driving operation and examination of materials records and certification.

2. SUMMARY OF FINDINGS:

The field notebooks appeared to give a complete and accurate record of the driving operation. The location, bearing obtained, and heat number of each piling are listed. Also listed were the tip elevation, length of pile driven and the disposition of cut-offs.

All the work was performed in accordance with procedures established by the State Highway Department.

(more)

Materials were accepted on the basis of OSHD materials inspection reports sent with each shipment of piling.

During inspection of the field records it was noted that the foundation piling for bent No. 4, bridge No. 9692, were generally less than the ten foot minimum length recommended by AASHO bridge design specifications. The driving conditions were noted during the driving operation, but no recommendation for changing the foundation was made. To have eliminated the piling and lowered the footings would have increased the cost of construction by at least $2000.00. Considering the circumstances, use of the short foundation piling was considered acceptable.

A copy of the guideline used for the inspection is attached to the Division office copy of this report.

3. RECOMMENDATIONS:

Inspection of the project records indicated that the field inspection, methods of keeping notes and acceptance of materials were all carefully carried out in accordance with procedures and policies established by the OSHD. No corrective action or followup is recommended for this project.

RECEIVED
SEP 19 1968

FOR FILING

F-205(16)
Thaddeus Bruno, Member
Portland
7101

September 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7101
Prefix 18-1015
FAP F-205(16)

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering construction of "Type 2 Fence" on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

Fence will be constructed along the access control lines in order to better protect the public in this semiurban area.

There is no fencing bid item on this contract.

This work was tentatively recommended for approval by the BPR Area Engineer on August 27, 1968.

Your approval as of August 27, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:vr

RECEIVED
AUG 22 1968

Form 711-121 (4-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

F 205(16)

7/31

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 19, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Section
The Dalles - California Highway
Inspection-in-Depth Report

Transmitted herewith is an Inspection-in-Depth Report covering base course construction on the subject project.

This is the third inspection-in-depth covering base course construction this season. Several more are scheduled for later this summer.

As you will note from the report no significant deficiencies were noted during the inspection. For this reason no further action is necessary.

We feel that this project is being administered in an excellent manner and that the responsible people should be commended.

Enclosure
Inspection-in-Depth Report

Morgan
Young 8-21-68

RECEIVED
AUG 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

/. 10-66)

Region (3 cys)
Wash DC thru Region
Admin Mgr

File 439

BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ PART OF STATEWIDE PHASE ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
3	Oregon	Klamath	F-205(16)

DATE OF INSPECTION	PHASE(S) INSPECTED	REPORT OR CONTROL NUMBER
8-7-68	Phase 3 - Base Course Construction	35-68-EID(3)-16

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols, Area Engr W. N. Bryant, Asst Area Engr	C. T. Christianson, Area Engr, BPR J. H. Walker, Asst Constr Engr, BPR Ken Berg, Asst Field Testing Engr, OSHD L. H. Warfield, Asst Division Engr, OSHD Reid Merritt, Res Engr, OSHD

REPORT PREPARED BY
W. N. Bryant, Asst Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER *(Specify)* Signing

CONTRACTOR *(Name and address)*	CONTRACT AMOUNT
Slate-Hall & Hamilton Construction Co. Portland, Oregon	$ 3,029,563.25
	PROJECT STATUS *(%comp.)*
	55%

LOCATION
U.S. Highway 97 between Link River and the Green Springs junction, beginning near the South City Limits of Klamath Falls.

REPORT TO INCLUDE: SCOPE OF INSPECTION, SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

KLAMATH FALLS - GREEN SPRINGS JUNCTION SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading, Paving, Structures and Signing

1. SUMMARY OF FINDINGS

The phase of work inspected is being performed in reasonably close conformity with the plans, standard specifications, and special provisions of the contract as well as other published guidelines The project is adequately staffed with well qualified personnel and the project records are complete, neat and current.

2. RECOMMENDATIONS

A review of the project records and observation of the work did not reveal the need for recommending any substantial changes in the manner in which the work or inspection is being performed. Therefore, a followup inspection is not considered necessary.

(more)

PREVIOUS EDITIONS MAY BE USED

3. SCOPE OF INSPECTION

The purpose of this inspection was to review the procedures employed by the State and the contractor in complying with the quality and quantity control specified in the contract and issued guidelines. A field inspection to observe and evaluate the contractor's operations as well as the engineering supervision and inspection was also conducted.

During the course of the inspection the contractor was placing 1½ minus plant-mix base on the "D" Line ramp. While the final results being obtained were considered adequate the contractor's control during placement was considered poor.

Knox spreader was being used to spread the material which had been placed in windrows by bottom dumps. Because of the poor control during dumping operations the spreader was unable to lay the material to a true line and grade. As a result it was necessary for the contractor to perform a considerable amount of additional finishing work between lifts in order to comply with the specification requirements. While such an operation results in additional cost to the contractor a satisfactory finished product is being obtained.

4. COMMENTS

An approved guideline was used in conducting this inspection. A copy of the guideline with appropriate remarks recorded in the space provided is attached to the Division office copy of this report.

Results of this inspection were discussed with the Assistant Construction Engineer, Assistant Field Testing Engineer, Assistant Division Engineer, and the Resident Engineer. Since no significant deficiencies were noted a followup to this report is unnecessary.

RECEIVED
JUL 3 1968

FOR FILING
F-205(16)
7101

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 28, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls-Green Springs Section
The Dalles-California Highway
Inspection-in-Depth Report

Transmitted herewith is an Inspection-in-Depth report covering grading work on the subject project.

This is the first Statewide inspection-in-depth covering grading operations this construction season. Several more are scheduled for later this summer.

As you will note from the report, no significant deficiencies were revealed by this inspection. Therefore, no action is necessary.

We feel that this project was being administered in an excellent manner and that the responsible people should be commended.

Enclosure
Report

NOTED
F.B. KLABOE

RECEIVED
JUL 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7-3-68

REFERRED TO
Morgan · Young
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

[illegible] Region
Admin Engr.

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Klamath	PROJECT NUMBER F-205(16)

DATE OF INSPECTION: 6-[illegible]

PHASE(S) INSPECTED: Grading (Phase No. 7)

INSPECTION MADE BY:
C. K. [illegible], Area Engr.
J.J. [illegible], Area Engineer

IN COMPANY WITH:
C. T. Christianson, Area Engr.
J. H. Walker, Asst. Constr. Engr.
K. L. Berg, Asst. Field Test'g Engr.
W. R. Merritt, Res Engr.
R. Lang, Asst. Res Engr.

REPORT PREPARED BY: [illegible] K. [illegible], Area Engr.

PROJECT INCLUDES: ☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address):
Slate-Hall & Hamilton Construction Co.
Portland, Oregon

CONTRACT AMOUNT: $3,098,563.23

PROJECT STATUS (% comp.): 40

LOCATION: U.S. Highway 97 between Link River and Green Springs Junction, beginning near the South City Limits at Klamath Falls.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

KLAMATH FALLS - GREEN SPRINGS JUNCTION SECTION
THE DALLES - CALIFORNIA HIGHWAY

Inspection time: 10 man-hours
Driving time: 20 man-hours
Write up time: 2 man-hours

Scope of Inspection:

This inspection-in-depth related to the grading items on subject project. A review was made of project records, test reports, field notes, field inspection and testing procedures, supporting documents for progress estimates, and grading work accomplished to date.

Grading was approximately 90% complete at time of inspection. Much of the grading work remaining consists of fine grading, slope finishing and general project cleanup.

Fine grading work was in progress during the course of this inspection.

(more)

EDITION OF (8-64) IS USABLE

SUMMARY OF FINDINGS AND RECOMMENDATIONS:

This inspection revealed that all project work relating to grading was being accomplished in substantial compliance with governing plans and specifications. The project was staffed with well qualified personnel. The various inspectors had previously qualified for the duties assigned. Project records were complete, neat, and current. Completed portions of the roadway gave the appearance of excellent workmanship with pleasing lines and grades. The finished subgrade was densely compacted and indicated good judgment was exercised in utilization of available embankment materials.

Excavation materials encountered on this project varied from highly organic soils and diatomaceous earth to solid rock formations. Because of this wide range of materials, it was often difficult to make positive identification between the soil encountered in making the compaction test and the soil used to establish the maximum density curve. However, indications were that considerable effort was devoted to establishment of a variety of curves, and when used with proper judgment, produced final results that were considered representative and acceptable.

This inspection did not reveal any significant deficiencies relating to project procedures. All governing policies and procedures were being followed in a satisfactory manner.

COMMENTS:

An approved guideline was used in conducting this inspection. A copy of this outline was used for recording our basic documentation for this report and as such is attached to the Division office copy of this report.

Results of this inspection were discussed with the Assistant Construction Engineer, the Assistant Field Testing Engineer, and the Resident Engineer. A follow-up to this report is not necessary as no significant deficiencies were noted.

The Resident Engineer and his staff should be commended for the excellent manner in which they have administered the grading portion of the project.

RECEIVED
JUN 24 1968
FOR FILING

SP*23500-734

E-205 (16)

7161

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 21, 1968

SUBJECT: Inspection in Depth
Grading
Klamath Falls-Green Springs Interchange
The Dalles-California Highway

To: MEMO TO THE FILES

This Inspection in Depth was conducted by Bureau of Public Roads personnel as follows: Glenn Hoesner, John Hegmann and Cliffort Christianson. The following Oregon State Highway Department personnel were present: Reid Meritt, Roger Lang, Kenneth Berg and John Walker.

The first portion of the inspection dealt with obtaining information as required by a BPR pamphlet titled "A Guideline for Statewide Inspection in Depth Phase 7 - 1968 Grading Operations." A copy of this pamphlet is attached. The information required was received from Reid Meritt and Roger Lang, Resident Engineer and his Assistant.

Following this first phase, a field inspection of the project was made. All phases of the grading operation were viewed and discussed. While on this field inspection, the performance and procedures of a soil compaction test made by Inspector Darrel Olson was viewed. The details of construction of the fill across the swamp area at the north end of the project were thoroughly investigated and discussed. This was probably the most unique part of the project due to the massive foundation excavation and backfill as well as surcharge of the fill areas. There was some criticism regarding the specifications of the surcharge. There was no time limit specified as to duration that the surcharge should remain in place.

Work as far as construction of the grading was concerned appeared good although there remains a considerable amount of finishing work to be done.

Following the field trip, the final phase of the inspection concerned an examination of notes, office records and reports. It was found that these documents were satisfactory and in good order.

As far as is known now, the BPR Inspection in Depth report should show that this project has and is being constructed in a satisfactory manner.

John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:fw
Attach.
cc: F. B. Klaboe
~~J. F. Putnam~~
W. Reid Meritt

NOTED
F. B. KLABOE

NOTE TO MORGAN 6-24-68: Wouldn't it be appropriate to specify time element when using a surcharge?

FBK

MAY 13 1968

[illegible]

7101

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1968

SUBJECT: Klamath Falls-Green Springs Jct. Sec.
The Dalles-California Highway
Klamath County
Contract No. 7101

To: Mr. W. Reid Meritt
Resident Engineer
2557 Altamont Drive
Klamath Falls, Oregon 97601

Attached are 5 prints of Drawing No. 22960, which is the details for the standard slope pavement. This drawing has been revised deleting the 5" "poured-in-place" slope paving used on structures skewed 35 degrees or more, and concrete block paving with a 12" x 12" curb on each edge substituted.

We are sending this revised drawing to you so that the revised type of slope paving may be used on the structures in the subject contract. In order to accomplish this, it will be necessary to execute a price agreement deleting the material required for the "poured-in-place" slope paving and adding the cost of finishing and placing the precast blocks and the 12" x 12" girders. The negotiation of the price agreement should be done as soon as practical.

We have contacted the Bureau of Public Roads and have their tentative approval for this change, providing the cost of the change is reasonable.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. A. Rear
J. F. Putnam
F. D. Morgan
Norman D. Krehbiel
(w/1 print to each)

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1968
FOR FILING

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-205(16)
7151

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 15, 1968

In reply refer to: 08-35-EC

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

G R Brooks

SUBJECT: Oregon Project F-205(16), Klamath Falls - Green Springs
Pittsburgh Testing Laboratory: Steel Inspection

We hereby confirm our oral advance approval of the use of Pittsburgh Testing Laboratory for steel inspection on the subject project which was effective January 19, 1968.

We also acknowledge receipt of Mr. Gardner's March 14 transmittal of the executed copies of the agreement pursuant to our request.

Copy - [illegible]
3-20-68

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
APR 15 1968
FOR FILING

F 265(18)

1161

4p

March 8, 1968

A R 467

agenda 4P
Mar 5, 1968

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attention: Dorothy Rogers
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement covering construction and financing of an additional off-ramp at Memorial Drive south of Klamath Falls on the Link River-Green Springs Junction Section of The Dalles-California Highway.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc H. S. Cox
(conformed copy)

agreement filed
in abandonment
Resol. #467

C

RECEIVED
APR 3 1968

FOR FILING

F-205(16)

7101

4g

March 8, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3328

Pittsburgh Testing Laboratory
2955 South West Temple Street
Salt Lake City, Utah 84115

Attention: Mr. R. C. Emmett, President

Agenda 4g
March 5 1968

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the inspection of steel for structures on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 7101.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc Ivan D. Merchant

project agreement if additional
funds are req
Date MAR 8 1968 Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Klamath Falls-Green Springs Interchange Date March 2, 1968

Highway The Dalles-California Contract No. 7101 F. A. Project No. F-205(16)

County Klamath Prefix 18-1015 Account No. 278-02

Description of Work To Be Done:

Paint temporary and permanent traffic lines as required for control of traffic.

Location by Station Numbers:

Stations 132+59 thru Eq. 253+71.84=29+50 to 38+50

Estimate of Quantities and Costs:

Temporary:	Labor	$ 65.00	Permanent:	Intermittent 4" line	5.94 mi.	@ $28	$ 166.32
	Equipment	50.00		Solid 4" line	5.94 mi.	@ $57	338.58
	Materials	135.00		Solid 3" line	5.94 mi.	@ $44	261.36
		$250.00		Incidental Interch. Pavement Legends	8 hr.	@ $30	240.00
							$1,006.26

Total——$1,256.26

Explanation:

Special equipment required which is not readily available to contractor. State forces have trained men and specialized equipment to perform work more economically.

Work has not begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $3,526,946.15

Present estimate of project cost, including $1,256.26 for work under this order $3,526,946.15

Expected under-run over-run (amount) $0.00

Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. Reid Meritt Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or XXXXXXXXX

Approval Recommended: /s/ L. H. Warfied Asst. Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 28 1968
FOR FILE

E-305(16)
7101

February 27, 1968

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the March 5 meeting a supplemental throughway agreement with Klamath County pertaining to the construction and financing of an additional off-ramp at Memorial Drive south of Klamath Falls on the Link River-Green Springs Junction Section of The Dalles-California Highway in Klamath County.

The agreement provides that the additional work is to be performed as a part of the existing contract at an estimated cost of approximately $120,000, including right-of-way, to be financed and shared 50 percent by the State (State funds) and 50 percent by the County based on the final actual total cost. The County's share shall become due on July 15, 1968, and an advance deposit of $60,000 will be paid at that time.

Attached to the agreement is a letter from Klamath County which concurs in the elimination of a proposed connection to Laurel Street.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
J. F. Putnam

MCH jes

RECEIVED
FEB 13

FOR FILE

F-205(16)

7101

February 9, 1968

Oregon State Highway Commission

Gentlemen:

A part of the steel for the structures for the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 7101, is being purchased by the contractor after fabrication by the Mountain States Steel Company at its Provo, Utah plant. Inspection of the material and fabrication practices are necessary at the plant site and, in common with our present practice, we propose to engage a consulting firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection services for the unit price of $6.50 per ton with a total guaranteed top limit of $3,954.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf jes

7101

GREAT
NORTHERN

Great Northern Railway Company / 175 East Fourth Street / Saint Paul, Minnesota 55101 / Phone 612 224-5588

Land and Tax Department

January 31, 1968
File 7768-K

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Mr. Morgan:

With your letter of May 24, 1967 you returned a signed copy of our Permit dated May 3, 1967, giving you the right of entry to dig test holes for the Link River-Green Springs Junction Section of The Dalles-California Highway, Railway Station 42+68.7 = Highway Station L2 163+42.45 at Klamath Falls, Oregon.

Condition 5 of this Permit was for you to furnish us with a log of the test borings. The Permit automatically expired on September 30, 1967 and no doubt you have completed your work; therefore, please send us a copy of the log.

Yours very truly,

Land and Tax Commissioner

cc: Mr. G. V. Guerin
Mr. C. M. Rasmussen
Mr. E. F. Oviatt
Mr. R. M. Boyd

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swen
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 2 1968
CONSTRUCTION
DIVISION

FORM PR-181
(11-60)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 20, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

GRBrooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Interchange Section

Your request to construct an additional off-ramp with State funds on Project F-205(16), as indicated by Mr. Morgan's letter and enclosed plan dated November 17, 1967, has been thoroughly reviewed by this office.

Since this new design eliminates the previous objections set forth in our letter dated July 17, 1967, we concur with your proposal for its construction with State funds.

We recommend that careful attention be given to the details of trailblazer signing along the present The Dalles - California Highway between interchanges and in the details of the design and traffic control devices at the ramp-crossroad intersection.

Your approved Memorial Drive Ramp plan sheet dated November 17, 1967 has been returned to your Urban Design Section.

copies

REFERRED TO
Morgan Young
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 26 1967

FOR FILING
F-205(16)
7101

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 18, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

G R Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16), Klamath Falls - Green Springs

The exchange of correspondence submitted by Mr. Merchant's December 12, 1967 letter concerning steel inspection for the subject project is satisfactory. We confirm our verbal authorization to proceed with the work effective November 27, 1967.

Copy Merchant
12-20-67
L. H. Young
12-26-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 16 1968

FOR FILING

F-265(16)
7161

Salem, Oregon
December 18, 1967

RAILROAD COMPANIES
FILE No. 577

Great Northern Railway
Company agreement

4 l

12-12-67

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis
Staff Attorney

As requested December 12 by phone, attached is a copy of an agreement with Great Northern Railway Company for construction of an overcrossing of its tracks on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

After you have finished processing this agreement, please return it for our files.

Floyd Query, Secretary

Attachment

FKN:wln

RECEIVED
DEC 7 - 1967

FOR FILE

F-205(16)

7101

December 6, 1967

Oregon State Highway Commission

Gentlemen:

There will be presented to you at your meeting of December 12 a construction agreement with the Great Northern Railway Company providing for the construction of an overcrossing of its tracks on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County.

This agreement provides for the Railroad to grant the State easements for the necessary highway facilities for which the State will pay the Railroad $500. The State is also required to remove the approaches to the existing grade crossing which was constructed as a portion of the South Klamath Falls Interchange Section and as provided in the agreement with the Railroad dated November 1, 1962. The Railroad is to remove the plank crossing and the crossing signs at this location at its own expense. The State is further required to reimburse the Railroad for removing its tracks and ballast to allow the installation of a 24-inch culvert pipe under the railroad, which is required by the project. The estimated cost of this work is $325. The State must reimburse the Railroad for any protective cost and flagging which is estimated to cost $3600 and the State's contractor must supply the usual insurances ($500,000, $1,000,000, $500,000).

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

TWL:ss:jes

RECEIVED
NOV 30 1967

NOV 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

To Young 11-22-67

NOTED
F. B. KLABOE

F-[illegible]
7101

Oregon State Highway Department

Federal-Aid
Project No. F-205(16)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

Project Agreement.

Salem, Oregon, November 16, 1967

Type Code 6201
Roadway (Sta. 132+59 Thru Equa. 253+71.84 Bk. = 29+50.00 Ah. to Sta. 38+50)
(Contract No. 7101)

Temporary Protection and Direction of Traffic	All Required		$ 30,000.00
Furnishing Field Laboratory Building	All Required		1,000.00
Clearing and Grubbing	All Required		55,000.00
Ditch Excavation, Unclass.	210 cu.yd.	$ 3.00	630.00
General Excavation, Unclass.	756,000 cu.yd.	0.55	415,800.00
Special Rock Borrow Excav., Unclass.	78,900 cu.yd.	1.45	114,405.00
Preparation of Embankment Foundation	All Required		50,000.00
Overhaul	30,300 C-yd.sta.	0.40	12,120.00
Finishing Roadbed and Slopes	All Required		15,000.00
Rounding Cutbanks	7,300 lin.ft.	0.25	1,825.00
Trench Excavation	2,880 cu.yd.	3.50	10,080.00
Special Backfill in Drains	430 cu.yd.	7.00	3,010.00
Furnishing and Placing Topsoil	23,300 cu.yd.	1.50	34,950.00
Watering	11,200 M-gal.	1.50	16,800.00
3/4" - 0 Material in Base	11,100 ton	1.80	19,980.00
Plant-Mix Stone Base	182,500 ton	1.80	328,500.00
Bituminous Base Mixture	20,300 ton	4.10	83,230.00
Asphalt in Bituminous Base Mixture	920 ton	34.00	31,280.00
3/4" - 0 Aggregate in Prime Coat	1,030 cu.yd.	4.00	4,120.00
RC-250 Asphalt in Prime Coat	160 ton	45.00	7,200.00
Class "B" Asphalt Concrete Mixture	32,500 ton	4.10	133,250.00
Asphalt Cement in Mixture	1,800 ton	34.00	61,200.00
Detour Surfacing	1,430 lin.ft.	2.00	2,860.00
12-inch Reinforced Concrete Bridge End Panels	1,060 sq.yd.	16.00	16,960.00
Class "A" Concrete in Walls	45 cu.yd.	90.00	4,050.00
Reinforcement in Walls	2,870 lb.	0.20	574.00
18-inch Paved Culvert End Slopes	18 only	60.00	1,080.00
24-inch Paved Culvert End Slopes	2 only	100.00	200.00
Loose Riprap	2,000 cu.yd.	2.50	5,000.00
12-inch Culvert Pipe	1,080 lin.ft.	3.50	3,780.00
15-inch Culvert Pipe	380 lin.ft.	4.00	1,520.00
18-inch Culvert Pipe	2,980 lin.ft.	4.80	14,304.00
24-inch Culvert Pipe	420 lin.ft.	12.00	5,040.00
30-inch Culvert Pipe	200 lin.ft.	10.50	2,100.00

Oregon Division

6-inch Drain Pipe	290	lin.ft.	$ 2.25	$ 652.50
8-inch Drain Pipe	2,260	lin.ft.	2.50	5,650.00
Vertical Alternate Flashing Beacon	3	only	1,000.00	3,000.00
Concrete Manholes	4	only	500.00	2,000.00
Concrete Inlets, Type G-1	2	only	200.00	400.00
Concrete Inlets, Type G-2	2	only	225.00	450.00
Concrete Inlets, Type G-2M	2	only	225.00	450.00
Concrete Inlets, Type Special G-2M	6	only	250.00	1,500.00
Concrete Inlets, Type D	2	only	225.00	450.00
Concrete Inlets, Type B	1	only	250.00	250.00
Concrete End Pieces	3	only	250.00	750.00
Concrete Curbs	85	cu.yd.	45.00	3,825.00
Extra for A.C. Concrete Approaches	10	only	50.00	500.00
Extra for A.C. Concrete Curbs	1,120	lin.ft.	1.00	1,120.00
Guide Posts, W-1	80	only	7.50	600.00
Guide Posts, Y-1	30	only	7.50	225.00
Guide Posts, Y-2	140	only	8.00	1,120.00
Type 2 Guard Rail	13,000	lin.ft.	2.75	35,750.00
Median Barrier	10,400	lin.ft.	4.75	49,400.00
Salvaging Guard Rail	1,150	lin.ft.	0.60	690.00
Type 2 Guard Rail-Salvaged Guard Rail	1,150	lin.ft.	1.35	1,552.50
Roadside Seeding	60	acre	140.00	8,400.00
Roadside Mulching	60	acre	130.00	7,800.00
Grass Seed Mixture	1,800	lb.	0.60	1,080.00
Inorganic Fertilizer, 10-16-8	240	cwt.	6.50	1,560.00
1½-inch Electrical Conduit	120	lin.ft.	2.00	240.00
Signing				
Sign Support Footings	All	Required		6,500.00
Breakaway Sign Posts	All	Required		9,000.00
Pipe Sign Post	All	Required		800.00
Double Sign Support	All	Required		900.00
Cantilever Sign Structures	All	Required		8,500.00
Sign Bridge Structures	All	Required		6,000.00
Structure Mounts	All	Required		700.00
Sign Illumination Equipment	All	Required		9,000.00
Painted Wood Sign Posts	All	Required		1,600.00
Type "A" Signs in Place	1,958	sq.ft.	7.25	14,195.50
Type "C", "D" & "R" Signs in Place	874	sq.ft.	3.40	2,971.60
Type "E" Signs in Place	66	sq.ft.	3.40	224.40
Type "P" Signs in Place	37	sq.ft.	6.25	231.25
Thermoplastic Pavement Arrows	5	only	90.00	450.00
	Subtotal			$1,677,335.75
	10% Engr. & Cont.*			166,733.25
	Total			$1,844,069.00

*Note: Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X521
Great Northern R.R. O'xing #9692 (Sta. 161+37.65 to Sta. 166+41.65)
(Contract No. 7101)

Shoring, Cribbing, etc.	All	Required (37%)		$ 29,600.00
Structural Excavation	1,780	cu.yd.	$ 7.00	12,460.00
Structural Excavation Below Elevation Shown	180	cu.yd.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	6,335	lin.ft.	4.50	28,507.50
Drive Piles	187	only	55.00	10,285.00
Splice Piles	45	only	20.00	900.00
Class "A" Concrete (4,240 cu.yd.)	All	Required (62%)		303,800.00
Reinforcement (1,331,500 lb.)	All	Required (76%)		190,000.00
Metal Parapet Railing, Single Pipe	1,008	lin.ft.	6.50	6,552.00
8-inch Metal Drain Pipe, Type "A" Coating	135	lin.ft.	4.00	540.00
8-inch Cast-Iron Pipe	200	lin.ft.	17.50	3,500.00
6-inch Electrical Conduit	66	lin.ft.	6.50	429.00
3-inch Slope Paving	1,725	sq.yd.	10.00	17,250.00
Berm Paving	170	sq.yd.	10.00	1,700.00
				$ 606,783.50

Type Code X771
Riverside Drive U'xing #9693 (Sta. 173+93)(Length 269.5')(Contract No. 7101)

Shoring, Cribbing, etc.	All	Required (14%)		$ 11,200.00
Structural Excavation	670	cu.yd.	$ 7.00	4,690.00
Structural Excavation Below Elevation Shown	60	cu.yd.	7.00	420.00
Furnish 10 BP 42 Steel Piling	2,445	lin.ft.	4.50	11,002.50
Drive Piles	66	only	55.00	3,630.00
Splice Piles	15	only	20.00	300.00
Class "A" Concrete (592 cu.yd.)	All	Required (08%)		39,200.00
Reinforcement (94,000 lb.)	All	Required (05%)		12,500.00
Structural Steel (314,800 lb.)	All	Required (22%)		91,300.00
Two Tube Steel Railing	552	lin.ft.	16.00	8,832.00
8-inch Metal Drain Pipe, Type "A" Coating	75	lin.ft.	4.00	300.00
8-inch Cast-Iron Pipe	20	lin.ft.	17.50	350.00
6-inch Standard Steel Pipe	90	lin.ft.	18.00	1,620.00
1-inch Electrical Conduit	100	lin.ft.	2.00	200.00
3-inch Slope Paving	575	sq.yd.	10.00	5,750.00
Berm Paving	90	sq.yd.	10.00	900.00
				$ 192,194.50

Type Code X271
Green Springs Hwy. Intchge. O'xing #9694 (Sta. 235+49.5 to Sta. 237+96.0)
(Contract No. 7101)

Shoring, Cribbing, etc.	All	Required (49%)		$ 39,200.00
Structural Excavation	2,350	cu.yd.	$ 7.00	16,450.00
Structural Excavation Below Elevation Shown	220	cu.yd.	7.00	1,540.00
Furnish 10 BP 42 Steel Piling	3,390	lin.ft.	4.50	15,255.00

Drive Piles	177 only	$ 55.00	$ 9,735.00
Splice Piles	45 only	20.00	900.00
Class "A" Concrete (2,022 cu.yd.)	All Required (30%)		147,000.00
Reinforcement (319,500 lb.)	All Required (19%)		47,500.00
Structural Steel (1,105,000 lb.)	All Required (73%)		323,700.00
Metal Parapet Railing, Single Pipe	643 lin.ft.	6.50	4,179.50
6-inch Standard Steel Pipe	30 lin.ft.	18.00	540.00
5-inch Reinforced Slope Paving	1,300 sq.yd.	12.50	16,250.00
			$ 622,249.50
	Subtotal		$1,421,227.50
	10% Engr. & Cont.		142,122.50
	Total		$1,563,350.00

Length of Roadway - - - - - - 2.325 Miles
Length of Structure - - - - - 0.142 Mile
Total Length 2.467 Miles

Cost of Roadway Per Mile- - - $793,147.96

Retained in Program Status

Signing	All Required	$ 500.00
Striping	All Required	900.00
	Subtotal	$ 1,400.00
	10% Engr. & Cont.	140.00
	Total	$ 1,540.00

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds
Roadway	$1,844,069.00	$1,170,900.00	$ 673,169.00
Structures	1,563,350.00	992,700.00	570,650.00
Subtotal	$3,407,419.00	$2,163,600.00	$1,243,819.00
Retained in Program	1,540.00	900.00	640.00
Total	$3,408,959.00	$2,164,500.00	$1,244,459.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 18-1015

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

State Work

Adjust Utilities	All Required	$31,000.00
R.R. Protection Costs	All Required	3,600.00
Other R.R. Costs	All Required	500.00
	Total	$35,100.00

November 9, 1967

Slate-Hall and Hamilton
Construction Co.
7805 S. W. 40th Avenue
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on October 31, 1967, accepted your proposal for grading, paving, structures, and signing on the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway in Klamath County for the sum of $3,096,563.25 and referred it to the State Highway Engineer with authority to award the contract as soon as a permit of entry from the Great Northern Railroad and approval of the Bureau of Public Roads are received.

Those conditions were fulfilled and the State Highway Engineer on November 8, 1967, awarded you the project, which has been assigned Contract No. 7101. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 22, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

cc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam L. H. Young
W. Reid Meritt I. D. Merchant
Frank Morgan C. D. Matthis (SIAC)

RECEIVED
NOV 15 1967
FOR F

F-205(16)

7101

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : C. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of November 8, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, as well as certifying that right of way clearance for railroad work has been properly coordinated, we hereby concur as of November 8, 1967 in the award of contract No. 7101 to Slate - Hall and Hamilton Company of Portland, Oregon, low bidder in the amount of $3,098,563.25 at the October 26, 1967 bid opening.

Receipt of a railroad permit of entry as specified in our October 4, 1967 PS&E memorandum was verbally waived on the certification of Mr. Litchfield's November 3, 1967 letter. Further documentation as received by you from the railroad should be submitted to this office.

11-14-67

REFERRED TO

By Asst. State Hwy. Engr

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 15 1967
FOR F

F-205(16)

7101

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of November 8, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, as well as certifying that right of way clearance for railroad work has been properly coordinated, we hereby concur as of November 8, 1967 in the award of contract No. 7101 to Slate - Hall and Hamilton Company of Portland, Oregon, low bidder in the amount of $3,098,563.25 at the October 26, 1967 bid opening.

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11-14-67

REFERRED TO
Yocum
BY ASST. STATE HWY. ENGR

ROUTED
F.G. KLABOE

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 14 1967
FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F.205(16)
7111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NW
Salem, Oregon 97301

Re: Permit of Entry
Great Northern Railway Co.
Property
Klamath Falls-Green Springs
Interchange Section
The Dalles-California Hwy.
Klamath County
Project No. F-205(16)

NOTED
F. B. KLABOE

Dear Sir:

At the suggestion of Mr. K. E. Wyckoff of the railroad's St. Paul, Minnesota Office, I requested a permit of entry on railroad property by telegram on November 2, 1967. On November 6, 1967, Mr. H. W. Bacon, of the railroad's Seattle, Washington Office, advised by telephone that the State may occupy railroad property as required by this contract on the condition that the contractor provides insurance, as set forth in our specifications, and assurance that the State will execute the railroad agreement, which is presently in their St. Paul Office for signature by their principals.

I assured Mr. Bacon that our contractor would not enter on railroad property until the appropriate insurance has been provided and approved by the railroad, and that the State would execute the railroad agreement, since we have received and approved a draft of this agreement. This was transmitted to you with our letter of October 4, 1967.

Therefore we may proceed with our work on railroad property, and Mr. Bacon has advised he will confirm this permit of entry with a letter in the near future. Therefore we request your concurrence in awarding this project to the low bidder.

TWL:ss

cc: F. B. Klaboe
L. H. Young
I. D. Merchant

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1967

F-205(16)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1967

SUBJECT: Pux 641 - The Dalles-California O-Xing
Great Northern Railway Co.
Klamath County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

NOTED
R. L. PORTER

Herewith I hand you a copy of Order No. 44156, issued by the Public Utility Commissioner under date of November 2, 1967, relative to the above-subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
J. F. Putnam (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
J. L. Gunter (1)
Permit Division (1)
Harold Reynoldson (1)

RECEI
NOV 7 1967
OFFICE OF
STATE HIGHWAY

Order #44156

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-399

In the matter of the application of the STATE OF OREGON (State Highway Commission) to construct a highway crossing above grade across the tracks of Great Northern Railway Company.	ORDER

On May 11, 1967 the State of Oregon (Oregon State Highway Commission) filed an application with the Commissioner for authority to construct a highway-railroad overcrossing under the provisions of ORS 366.205, 763.040 and 763.050. An amendment to the application was made on September 11, 1967.

Attached to the amended application are State Highway Department drawings Nos. 22683 and 22929. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Applicant alleges that the persons or parties affected by the proposed overcrossing are the Great Northern Railway Company and Klamath County. Copies of the amended application and attached drawings were served upon the above named parties who subsequently advised the Commissioner that they have no objections to the granting of the amended application.

Due consideration has been given to all representations set forth in the amended application and responses thereto. No issues within the purview of ORS 763.080 which would require a public hearing are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. A public hearing will, therefore, not be required.

Based upon the amended application, the record herein and field investigation by the Commissioner's staff it is found that:

The applicant herein is a "Public Authority," Great Northern Railway Company is a "Railroad" and the intersecting road is a "Highway" as defined in ORS 763.010.

In connection with the relocation of a portion of The Dalles-California Highway, the State Highway Commission proposes to construct an overcrossing structure over the right of way and tracks of the Great Northern Railway Company. Upon completion of said structure, grade crossing No. 10B-2.04-C will be abolished and the roadway approaches thereto removed. The proposed overcrossing structure will be located in Klamath County in S. 5, T. 39 S., R. 9 E., W.M.

Upon completion the estimated annual average traffic over the relocated The Dalles-California Highway will be approximately 6100 vehicles with an anticipated increase to 11,000 vehicles per day in 20 years. At the site of the proposed overcrossing there will be 3 train movements daily.

Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith.

(c) Upon completion of the project, applicant will maintain the structure and all highway appurtenances thereto.

(d) Remove roadway approaches to Grade Crossing 10B-2.04-C upon completion of the overhead structure.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by applicant as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, remove crossing plank and signs at grade crossing 10B-2.04-C; railroad company to have salvage of materials recovered.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing is for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The proposed overhead crossing structure will be of modern design and construction capable of accommodating present anticipated vehicular traffic. It will eliminate those hazards inherent in highway-railroad crossings at grade and therefore promote public safety and convenience, all in the public interest.

From the foregoing it is concluded that the amended application should be granted. It is therefore

ORDERED that the amended application of the State Highway Commission be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the amended application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation 10B-1.60AC be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon; and it is further

ORDERED that after completion of the crossing and its opening to public travel, existing highway-railroad crossing at grade numbered 10B-2.04-C shall be abolished and closed to public travel and the roadway approaches thereto shall be removed in accordance with the proposals in the within application; and it is further

ORDERED that applicant shall notify the Commissioner in writing upon the closure of crossing No. 10B-2.04-C and upon the receipt of such notification said crossing number shall be stricken from the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective NOVEMBER 2 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

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NOV 14 1967

F-205(16)

GREAT
NORTHERN

Great Northern Railway Company / Room 306 King St. Station / Seattle, Washington 98104 / Phone 206 624-1900

C. F. Intlekofer
Asst. Chief Engineer
Engineering Dept. — Lines West

November 7, 1967

File: E-26483

RECEIVED
NOV 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. T. W. Litchfield
Utilities Liaison Engineer
STATE HIGHWAY DEPARTMENT
Salem, Oregon 97310

Dear Mr. Litchfield:

This is to confirm telephone conversation this date with Mr. Bacon concerning your request for advance right of entry in connection with the construction of the overhead bridge over our Riverside Industrial spur at Klamath Falls, Oregon.

Advance right of entry is hereby granted subject to the State's execution of the Construction and Maintenance Agreement when presented and acceptance of the easement at the cost of $500.

The State's contractor should furnish acceptable insurance prior to entering our right of way.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

C. F. Intlekofer

C. F. Intlekofer
Assistant Chief Engineer

NOTED
F. B. KLABOE

HWB/keo

cc: Mr. G. V. Guerin
Mr. C. M. Rasmussen
Mr. E. F. Oviatt
A W PARSONS
F B KLABOE
L H YOUNG
D H MOEHRING
C H MAISON
J F PUTNAM
W R MERITT
F D MORGAN
J E HOLCOMB
11-9-67
I

Routing
Morgan
Decker
Bond
Barboe
Walker
Glenn
Swan

Pease ✓
Morelock
Trout
Scott
Wills
✓ Litchfield
Olson

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NOV 9 1967
CONSTRUCTION
DIVISION

FORM E-122X 20M 7-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 25 1967
FOR FILE

F-265(16)
7101

October 18, 1967

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

West Side By-pass
Link River-Weed/Ashland Junction

Gentlemen:

We have received your letter of October 11, 1967, pertaining to ingress and egress along the portion of The Dalles-California Highway No. 4 (US 97) known as the Klamath Falls-Green Springs Interchange Section.

The public hearing for this section of highway was held October 12, 1957, and the agreement was executed by all parties June 8, 1967. The project has been advertised for bid letting on October 26, 1967.

The request for additional access will be studied and consideration given to the proposed point of exit after which you will be informed of our findings.

We trust this will be satisfactory to the Board of Commissioners until the outcome of our studies can be determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox by D. N.
County and City Engineer

DNH:em

cc: Winston Kurth, County Engineer
A. W. Parson, BPR Division Engineer
Reid Merritt, Resident Engineer, Klamath Falls

bc: R. L. Porter
F. B. Klaboe (attachment)
Victor Wolfe
F. D. Morgan - Action, please (attachment)
J. F. Putnam (attachment)

RECEIVED
OCT 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy 4, Klam Co

BOARD OF COUNTY COMMISSIONERS
KLAMATH COUNTY OREGON
COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

RECEIVED
OCT 17 1967
ENGINEER
COUNTY & CITY DIVISION

October 11, 1967

Mr. H. S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon

Re: West Side By-Pass, Link River to Weed-Ashland Junction

Dear Mr. Cox:

Commercial establishments in the vicinity of the Weed-Ashland interchange of the West Side By-Pass have complained and protested to the lack of an exit on subject project.

The complaint stems from the fact that the commercial area is not visible until you pass the exit, and once visible there is a visual impact of the area but no way to get off the By-Pass to this area.

The original plans called for an exit-entrance approach in the vicinity of station 220+0; this exit and entrance is to the east. I have shown this in red on an enclosed print. This is further evidenced by the tapered right-of-way acquisition. This original plan was developed in 1957.

The affected owners have petitioned the State Highway Department for consideration of an exit-entrance, but present Bureau standards will not allow this at the originally planned location.

These property owners have requested the assistance and support of Klamath County in attempting to reach a satisfactory conclusion.

Their main concern is an exit from the West Side By-Pass and as close to the commercially developed area as possible after visual impact. I have shown in red on an enclosed print a proposed exit, which would be at station 209+0 to the east. This exit would be over 2,500 feet from the overhead structure at the Weed-Ashland junction and would provide a safe distance for channelization of traffic desiring to exit to the area east.

The County feels that the problem presented is a reasonable and legitimate one and requests the State and Bureau's consideration in this matter.

The County would be most happy to arrange a meeting of State, Bureau and affected owners to intelligently discuss this matter and considering all

NOTED
DON HA

Mr. H. S. Cox
State Highway Department

October 11, 1967

problems, arrive at the best possible solution.

It is felt a meeting of all parties or agencies involved is the most logical approach.

Very truly yours,

KLAMATH COUNTY BOARD OF COMMISSIONERS

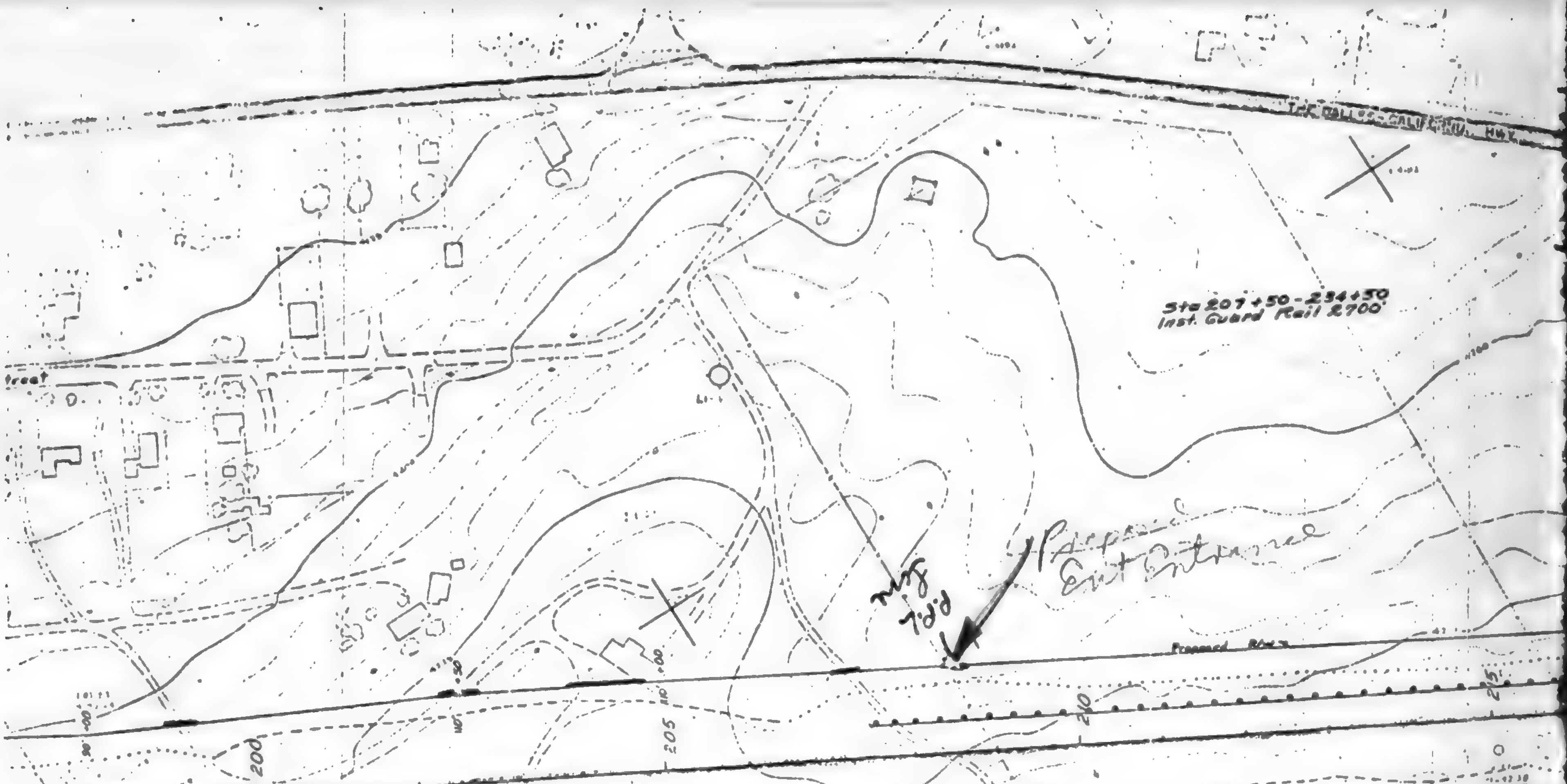
Don [illegible] Chairman

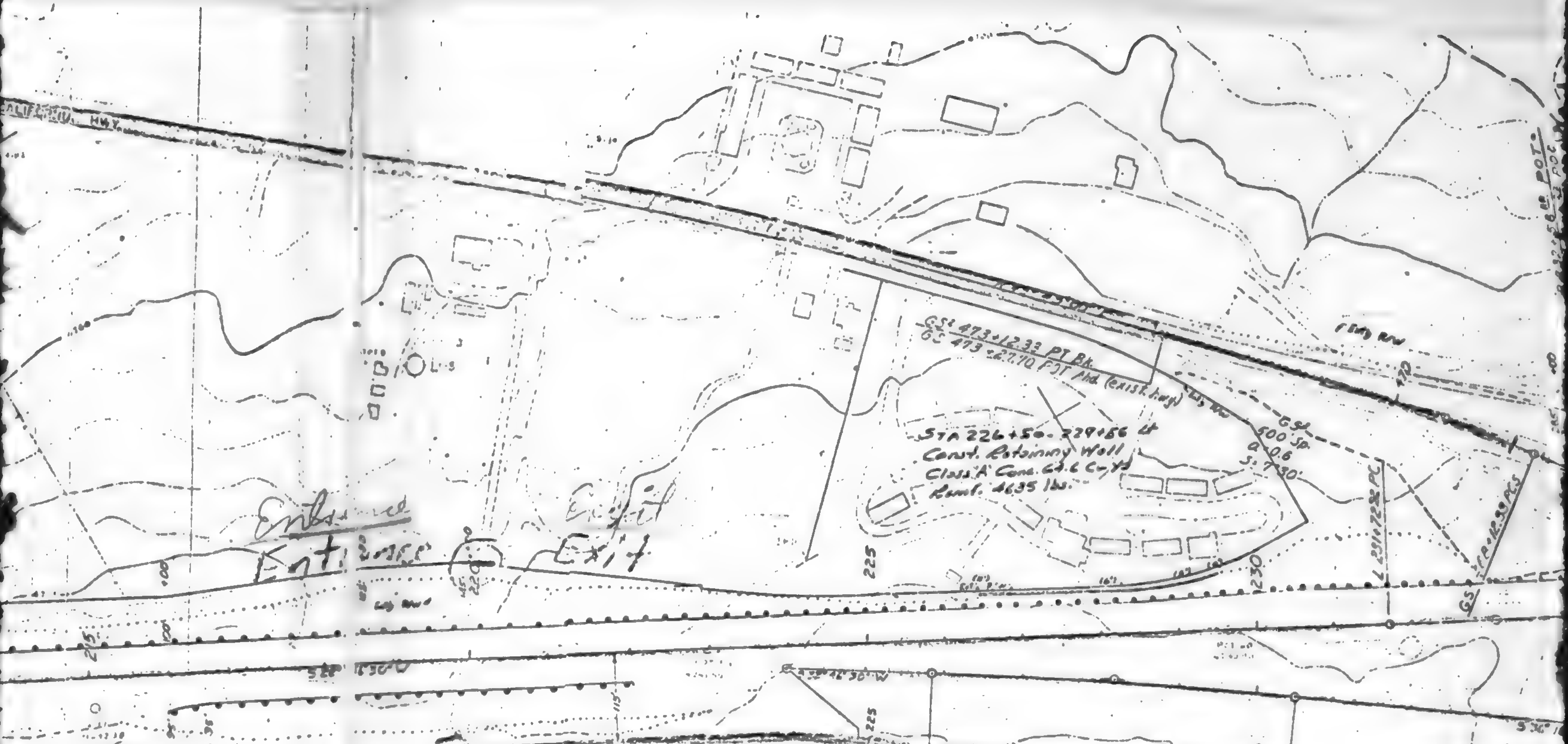
Bill Finney Commissioner

Scott Warren Commissioner
by V.R.

BCC:ml
cc: Reid Merritt, Resident Engineer
A. W. Parsons, Bureau of Public Roads

10/19/67
cc: ~~Porter~~, Klaboe att, Wolfe, Putnam att
Morgan att action please


The Dalles–California Hwy.
Street
Sta 207+50–234+50
Inst. Guard Rail 2700'
Proposed Exit Entrance
P.P.L. Line
Proposed R/W
200
205
210
215



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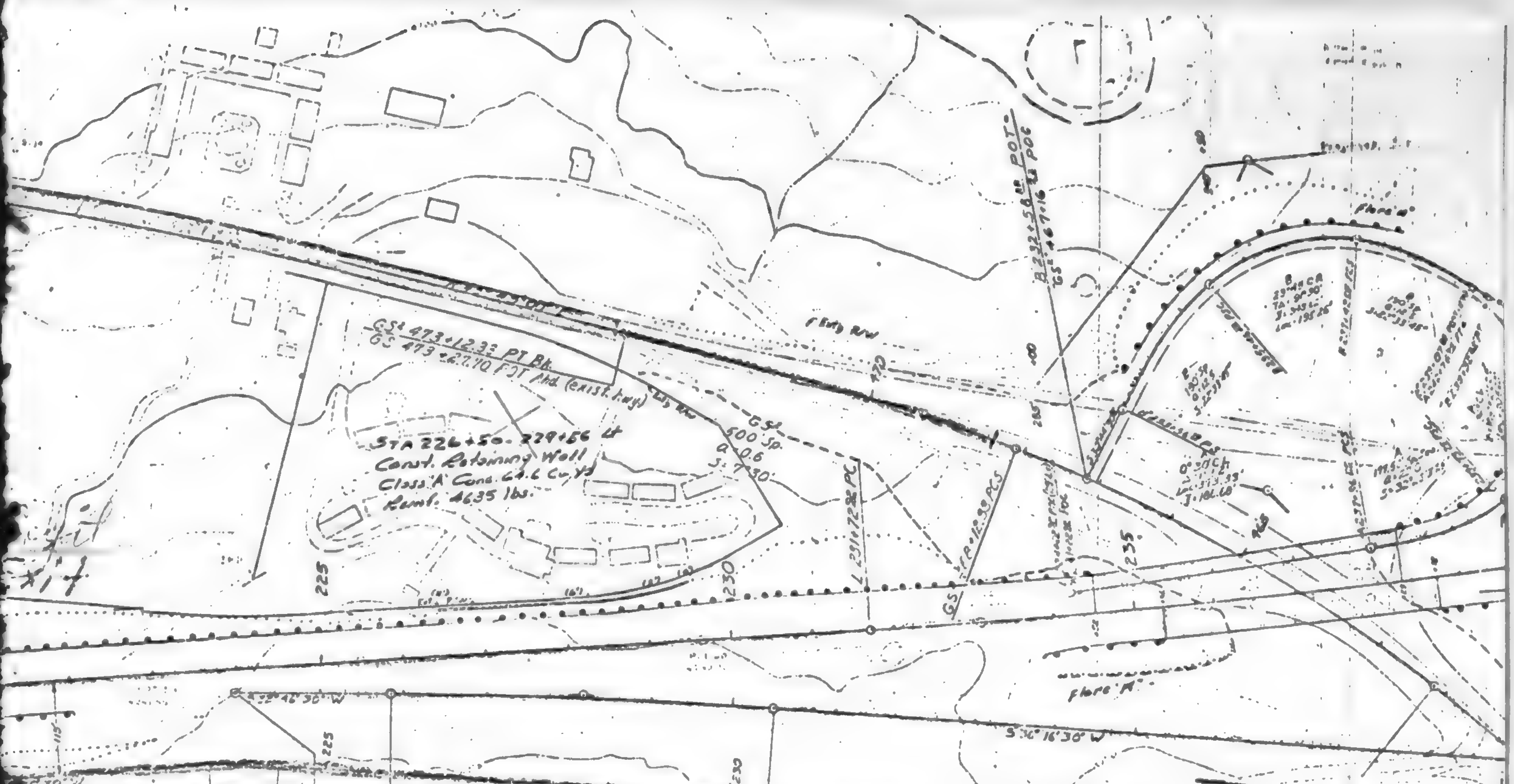
OCT 1 1967
COUNTY & CITY ENGINEER


GS² 473+12.33 PT Bk.
GS 473+27.70 F.P.T Ahd. (exist. hwy)
STA 226+50 - 229+56 Lt
Const. Retaining Wall
Class "A" Conc. 64.6 Cu. Yd
Reinf. 4635 lbs.
GS²
500 Sp.
a - 0.6
S - 7°30'
225
230
235
Flare "M"
Flare "A"
S 36° 16' 30" W
Proposed R/W
10° CR.
"D"
0° 45' CR.
Δ = 3° 30'
T = 233.41'
L = 466.67'
GS²
3° C.L.
TA 32° 53'
Ts 815.08'
Z - 500' Sp.
S - 7° 30'
a - 0.6
Sta. 233+96 - 235+96
Inst. Guard Rail 150'
Sta. "FR" 234+00 - 236+00
Inst. Guard Rail 200'
Sta 238+7
Inst. Guard

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

18 1967

F-205(16)

7101

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1967

TO PROSPECTIVE BIDDERS ON THE
KLAMATH FALLS-GREEN SPRINGS
INTERCHANGE GRADING, PAVING,
STRUCTURES AND SIGNING PROJECT

Revision Letter No. 2

Gentlemen:

This letter is to inform you of changes in the special provisions for the above-named project, bids for which are to be received in Salem on October 26, 1967.

On page 14 under the heading "102-2.4 Special Rock Material" change the next to last sentence to read as follows:

"The material shall weigh a minimum of 125 pounds per dry solid cubic foot."

In regards to the preparation of embankment foundation between Stations 153+90 and 161+49 as described on page 14 of the special provisions, the contractor's attention is called to the fact that in the displacing of swampy muck material, it will be his responsibility to see that said material remains on highway right-of-way. If any of said material is moved or displaced to the extent that it comes upon abutting properties, the contractor will be responsible for all damages as set forth in Article 7-25.

The above changes will become a part of the contract for this project by incorporation of this letter therein and it will be understood that your bid has been submitted accordingly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

NOTED
FLOYD QUERY

RECEIVED
OCT 9 - 1967

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-205(16)
7101

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

October 6, 1967

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
K. Falls-Green Springs Jct. Sec.
The Dalles-California Highway
Klamath County
YOUR FILE: PD-9-CE-50

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as received by John Holcomb on September 22, 1967, have been approved by the State, subject to the revisions as shown on the enclosed copy of your estimate. In a discussion with your personnel, Mr. Holcomb found that pole C-1290 was included in two parts of the estimate. Therefore the percentage on the distribution has been changed from 4/15 or 26.67 to 3/14 or 21.43. You are hereby authorized to proceed with the work as of October 6, 1967.

You are requested to contact Mr. Reid W. Meritt, Resident Engineer, 2557 Altamont Dr., Klamath Falls, Oregon 97601, Phone: 884-3245, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to October 6, 1967, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
~~A. W. Parsons~~
L. H. Young
C. H. Maison
J. F. Putnam
R. W. Meritt
S. P. Jones
J. E. Holcomb

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1967

F-205(16)
7101

Cross Referenced To:
adw
Klamath

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 4, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205-16
Klamath Falls - Green Springs Interchange
Availability of Right of Way

Mr. Chase's September 26, 1967 letter requesting a waiver of availability of right of way for the subject project was approved by our Regional office. Suitable special provisions will be required advising the contractor of this nonavailability.

NOTED
F.B. KLABOE

10-9-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 10 1967

F.D.R. *Memorandum*

F-205(16)

7101

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 4, 1967

In reply refer to: 08-35-EC

[illegible]

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(16)
Klamath Falls - Green Springs Interchange
Grading, Paving, Structures, and Signing

PS&E documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The June 8, 1967 agreement with the City of Klamath Falls, Oregon and Klamath County, Oregon has been reviewed and traffic control measures as well as provisions for City-owned and County-owned utility adjustments are considered to be satisfactory.

NOTED
F. B. KLABOE

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. John R. Oakes' September 22, 1967 report except for 19 outstanding files. We understand that these files are being negotiated but if not successful condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

Waiver of availability of right of way for files 40741, Klamath Sports (dance hall), and 41187, Smith (house and garage), was approved by our Regional office September 25, 1967. The Special Provisions advising the contractor of this nonavailability are satisfactory.

Mr. Litchfield's September 26, 1967 Utility Status Report indicates that both reimbursable and nonreimbursable utility adjustments are involved but the reimbursable work will be on a nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the applicable utilities in your request for concurrence in award.

(more)

10-10-67
REFERRED TO
Young Ward.
By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Preston's October 4 letter submitted the proposed Great Northern Railway Company agreement for our review. It appears that this agreement is satisfactory; however, any changes to this document proposed by your office or the railway prior to execution should be cleared with this office. We are allowing your advertisement of this project without all the supporting documentation as being in the public interest. Our concurrence in award therefore must be conditioned to our receipt and approval of (1) an executed agreement which we understand gives you a permit of entry, and (2) indication of the railway's approval of the plans.

The pavement type selection of the project is accepted on the basis of documentation contained in your November 29, 1966 "Project Base Design" sheet.

The use of Article 330-3.22A Profile Index (Supp. Stds 3/1/67) is approved for use on this project.

Mr. Young's October 4, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
Title sheet

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 6 - 1967

F-205(16)
7101

October 4, 1967

Great Northern Railway Company
404 Union Street
Seattle, Washington 98101

ATTENTION: Mr. Robert M. Boyd
Western Land & Tax Commissioner

Re: Revised Consideration for Right of Way
R/W File No. 404761
Klamath Falls-Green Springs Interchange Section
The Dalles-California Highway
Klamath County
YOUR FILE: Klamath Falls, Ore.-1764

Gentlemen:

This is in reply to your letter of September 19, 1967, wherein you advise that you feel the property we are requesting from you for the construction of this project should be worth at least $500.

This is to advise we have reconsidered our original offer and will agree to the settlement of the above-captioned file for $500.

If you will prepare the appropriate instrument of conveyance to the State we will present it to our Commission for approval.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:SS
cc: C. F. Intlekofer - GNRR
F. B. Klaboe
I. D. Merchant
D. H. Moehring
H. G. Brainerd
J. F. Putnam
J. E. Holcomb

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 25, 1967

In reply refer to: 08-35.EC-B-2
710.12

F-205(16)
7101

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's July 26, 1967 letter requested the inclusion of two projects in the subject program, which request was deferred by Mr. Young's August 4 and reinstated by his September 7, 1967 letter. These two Stage 2, Construction Phase projects are approved effective today:

Item	Project	Location	Work
471	F-221(12)	Delena-Rainer Section	Gr. Pave. 1 Struc.
472	F-205(16)	Klamath Falls-Green Springs Section	Gr. Pave. 3 Strucs.

On Item 471, F-221(12) Delena-Rainer Section, we reluctantly accept the typical section for the portion between Station 2205 to 2293 (Summit to Longview Bridge) as discussed with Mr. Barbee on July 28. This segment of 4-lane construction on a 2-lane design (ADT: 4700-1987) provides a passing zone on the 6.9% grade, and agrees with the criteria set out on page 272 of the Blue Book. In the future we would prefer full shoulders under similiar conditions.

This action provides for improvement on 8.71 miles of Federal-aid Primary highway at a total estimated cost of $4,941,000 of which $3,058,000 is reserved as Federal-aid Primary funds. This approval reduces your unprogrammed balance to $3,039,190.

orig to Young
copy to Morgan
9-28-67

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM Z-123
RECEIVED
SEP 12 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-205 (16)

7101

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 11, 1967

~~Mr. Jonel C. Hill~~
~~Public Utility Commissioner~~
~~200 Public Service Building~~
~~Salem, Oregon 97310~~

Re: Pux 641
The Dalles-California O-Xing
Great Northern Railway Co.
Klamath County

Dear Sir:

Herewith I hand you the original and 4 copies of Motion to Amend Application of the State Highway Commission in the above-titled matter.

Two of the copies are for use by your office, two for service upon Great Northern Railway Company and one copy for service upon Klamath County.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. D. Morgan
J. F. Putnam
Ivan Merchant
T. W. Litchfield
Harold Reynoldson

NOTED
R. L. PORTER

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
9-7-67

PUX 641

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Great Northern Railway Company, known as the THE DALLES-CALIFORNIA OVERCROSSING project in the East Half of the Northwest Quarter (E½NW¼) of Section 5, Township 39 South, Range 9 East, Willamette Meridian, Klamath County, Oregon.

No. SXF-399

MOTION TO AMEND APPLICATION

Comes now the Applicant, State of Oregon, by and through its State Highway Commission, and moves to amend its application for the above crossing as follows:

I

Substitute revised Drawings Nos. 22683 and 22929, attached hereto and by this reference made a part hereof, in place of Drawings Nos. 22683 and 22929 on said application.

II

Change paragraph VI to read as follows:

"That the proposed structure will have a total length of 504 feet, consisting of 100-foot, 131-foot, 100-foot, 85-foot and 88-foot reinforced concrete box girder spans and will have a roadway width of 78 feet between handrails with no provision for foot traffic. The proposed structure will be located partially on an ascending grade of 4.588% to the south and a 1500-foot vertical curve with the point of intersection at Highway Engineer's Centerline Station

JLS:ja
9-7-67

172+10 and a descending grade of 0.5095% to the north, the point of intersection being at elevation 4181.34. The centerline of the roadway of the Overcrossing intersects the centerline of the Riverside Industrial Track at Highway Engineer's Centerline Station 163+42.45 POC equals Railroad Station 42+68.7 POC, with an intersecting angle between tangents of 63°30" in the Southeast Quadrant."

III

In paragraph IX of the Application under THINGS TO BE DONE BY APPLICANT add subsection (d) as follows:

"(d) Remove roadway approaches to Grade Crossing 10b-2.04(c) upon completion of the overhead structure."

IV

In paragraph IX under THINGS TO BE DONE BY RAILWAY delete subsection (b) and insert a new subsection (b) to read as follows:

"(b) At its own expense, remove crossing plank and signs at grade crossing 10b-2.04(c); railroad company to have salvage of materials recovered."

Dated at Salem, Oregon, this 8th day of September, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
9-7-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 8th day of September, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
SEP 11 1967

FOR FILING

FORM E-30 50M 10-65 SP*23401-734

F-205(16)

7101

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1967

SUBJECT: Great Northern Railroad
O'xing of The Dalles-California
Highway
Klamath County

To: L. L. Wallace
Chief Bridge Design Engineer

OFFICE

We have studied two schemes for installation of a deck heating system in the subject structure. One scheme involves the installation of electric heating mats on the bottom of the deck slab and the other would utilize electric radiant heaters below the deck slab. Either of these systems could be installed at any time after the bridge superstructure has been completed.

Design conditions considered are attached. Cross-sections of the two proposed installations are also attached.

Estimated cost for the heating mat system would be approximately $107,000.00 with contingencies and contractors' profit to heat the full roadway width.

Estimated cost to heat the full roadway width with the radiant heater system would be $61,000.00.

Operating cost for each system would be approximately $8.00 per hour.

This system would not melt snow or heavy sleet from the roadway. Its capacity is only sufficient to prevent freezing of surface moisture in ambient temperatures down to 23° F.

D. S. Berger
Design Engineer

DSB:mb
Att.

– Wallace
① No heating to be installed
② Install conduit and openings as necessary to put in space heat at a later date.

orig to Wallace
9-8-67

RECEIVED
AUG 21 1967
FOR FILING

F-205(11)
7161

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1967

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington 98104

ATTENTION: Mr. C. F. Intlekofer
Assistant Chief Engineer

Re: Revised Encroachment Map
Klamath Falls-Green Springs ([illegible] R)
Interchange Section
The Dalles-California Highway
Klamath County
YOUR FILE: 3280 (k)

Gentlemen:

This is in reply to your letter of August 14, in which you ask the status of this project and request revised plans and right of way requirements. Preliminary construction plans were submitted to you with my letter of August 11, 1967, and in that letter I indicated I would submit revised encroachment maps as soon as available.

You will find herewith five (5) prints of our revised encroachment map No. 93-1-14, as revised July, 1967, as well as five (5) copies of our description of easements for right of way file No. 40761, dated July 31, 1967. This revised encroachment map reflects the recent changes incorporated in the preliminary plans submitted with my August 11 letter.

Since the easements have been revised from those originally described, we cannot make you a firm offer for this property until we have revised our appraisal. We expect this work to be completed in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure.
cc: R. M. Boyd - GNRR - Seattle
F. B. Klaboe
I. D. Merchant
D. H. Moehring
H. G. Brainard
J. F. Putnam
J. E. Holcomb

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PRO** *(PPM 21-7*
DATE SUBMITTED TO W. O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 97 Klamath Falls S. 2.47 Mi. 21 65	**ADT**	PRESENT 6,100	FUTURE 11,000 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr. High-Type Pave., 3 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Klamat
	NAME OF URBAN AREA Klamath Falls 17-31	ROUTE NO. P | FEDERAL-AID 4

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 97 Klamath Falls S. 2.47 Mi. (Klamath Falls-Green Springs Interchange Section) 7101			
5					**ROW**					
5					**CONST** (CODE)			2.47	3,650,000	2,299,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.47	3,650,000	2,299,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6,100	FUTURE 11,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 472 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) F- 14 23	NUMBER 205(16) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Klamath CODE 035 (14) (16)

ROUTE NO. P FEDERAL-AID 4 (32) STATE (36) U.S. 97 (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (56)	(59) (66)	(67) (76)			Gr., Dr., 4-12' lanes high-type pave. with 10' shldrs. and 10' median. 1 Hwy.-R.R. O'xing, 1 U'xing and 1 O'xing (Length 1195', O'xing H.C. 78', U'xing H.C. 32') Frontage roads 20' to 24'. ROW - 180' minimum; Access Control - partial; Parking Restriction - partial.
2.47	3,650,000	2,299,000	1,351,000		
2.47	3,650,000	2,299,000	1,351,000		
	(16) (23)	(24) (33)			

REMARKS Additional Data - Item 400, Project F-205(12)

KLAMATH FALLS-GREEN SPRINGS INTERCHANGE SECTION

PROJECT F-205(16)

Existing Facility

Bituminous surface varying from a 48' curb section to a 22' section with 3' shoulders.

Adjacent Sections

North End - Connects with F-205(12).
South End - 22' bituminous surface with 3' shoulders.

Additional Project Data

The project is on entirely new alignment and consists of grading and draining, 4-12' lanes high-type pavement with 10' shoulders and 10' median; construction of Hwy.-R.R. (G.N.R.R.) 504', H.C. 78'; 1 U'xing 268', H.C. 32'; and 1 O'xing 420', H.C. 78'; frontage roads 20' to 24' surfacing.

The temporary connection constructed under F-205(12) involving a temporary grade crossing of the Great Northern Railroad will be eliminated and the R.R. Crossing, 10B-2.04(c) will be closed.

Railroad Crossing Data

Railroad	Great Northern R.R.
Number of Tracks	1 (Riverside Spur)
Number of Trains	3 Trains per Week
Number of High-Speed Trains	None
Existing Protection	New Crossing
Proposed Protection	Overcrossing
R.R. Benefit	None*

*Note: The R.R. crossing established under Project F-205(12) to provide temporary connection to existing highway was done as stage construction and its closure by the new R.R. separation structure on this project is not considered to be of benefit to the railroad. [See R.R. Agreement F-205(12)]

System Action, Airports, Water Development - None involved.

Public Hearing - Required and has been held.

CHAIRMAN
J. PAT METKE, BEND
VICE-CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
AUG 4 1967

FOR FILING

F-205(16)

7101

P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 2, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
AUG 4 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (12)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
R. D. Asburry (4)
L. R. Chandler (2)
J. F. Putnam (8)
A. F. Parson (6)
fw

RECEIVED
AUG 4 - 1967
OFFICE O
STATE HIGHWAY ENGIN

RECEIVED
JUL 3 - 1967
FOR FILING

F-205(16)

7101

Cross Referenced To:
Ass
Petitions
Klamath

Salem, Oregon 97310
June 30, 1967

Mr. F. D. Morgan
Construction Engineer
BUILDING

Reference is made to your meeting with Mrs. Stranske and others concerning the proposed Green Springs Interchange with The Dalles-California Highway.

I have discussed the matter thoroughly with Mr. Cooper and he advises that we should proceed with the construction of the proposed off-ramp as desired by those people.

Please therefore have the addition cleared with the Bureau of Public Roads and after that incorporate it into the plans for the project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
JUL 3 = 1967

FOR FILING
F-205(16)

7101

Cross Referenced To:
Ans
Petitions
Klamath

Salem, Oregon 97310
June 30, 1967

Mr. F. D. Morgan
Construction Engineer
BUILDING

Reference is made to your meeting with Mrs. Stranske and others concerning the proposed Green Springs Interchange with The Dalles-California Highway.

I have discussed the matter thoroughly with Mr. Cooper and he advises that we should proceed with the construction of the proposed off-ramp as desired by those people.

Please therefore have the addition cleared with the Bureau of Public Roads and after that incorporate it into the plans for the project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1967

SUBJECT: Meeting in Klamath Falls with Mrs. Stranske and other Petition Signers Green Springs Junction

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A meeting was held at 2:30 p.m. June 28, 1967, at the Braecrest Motel (Mrs. Stranske) to discuss a request for an additional "off-ramp" just northerly of the proposed Green Springs Interchange. The following people were present:

W. Reid Meritt, Resident Engineer, Klamath Falls
Jim Guerin, DeLuxe Motel, 2933 Greensprings, Klamath Falls
August L. Drier, Skyline Diesel Sales & Service, 3021 Greensprings, Klamath Falls
Harold Blagg, Lime Oil Company, 12005 N. Burgard, Portland
Ethel M. Stranske, Braecrest Motel, 3006 Green Springs Drive, Klamath Falls
T. James Riley, Hilltop Station & Cafe, 3021 Green Springs Drive, Klamath Falls
F. D. Morgan, Construction Engineer, Salem
L. H. Warfield, Assistant Division Engineer, Bend, Oregon

This meeting had been requested by Mrs. Stranske, however, the other people attended and all are signers of a petition submitted herewith. The petition, attested by Mr. James R. Guerin, requests the development of "an access road" from the new proposed Dalles-California Highway to the present Dalles-California Highway, via a present existing County Road known as Jackson Road in Klamath County, Oregon.

I advised the group that I was there to hear their request and present same to Mr. Klaboe. I showed them a sketch map, attached hereto, showing a minimum off-ramp to Jackson Street. The group was advised that this ramp was positioned as far southerly as safe traffic handling would permit. Development of a full interchange at this point was impractical due to conflicting weaving movements and the resulting traffic hazard.

The group present was unanimous in their need of this off-ramp and stated that the one shown to them would satisfy their needs and that they did not request an on-ramp at this location. They were advised that this ramp would necessitate acquisition of additional right of way from Stranske, Butts, McBee and Ganong.

Mrs. Stranske stated that she would give the additional area required from her (east of the new line) if this ramp could be approved.

Miss Patricia McBee has recently died and the McBee property is now under the control of Mrs. Butts (nee McBee). Mrs. Butts was not at this meeting as there is some conflict between certain parties in this area.

No mention was made to the group that the State in any way was obligated to provide this off-ramp. Mr. James R. Guerin, semi-spokesman for the group, has noted on the attached sketch,

> "As a representative of the group signing the petition for an off-ramp near Jackson Road as this map shows, is fine with us."

The group was again advised that this sketch indicated only that which would satisfy their request and in no way committed the Highway Department to construct same. Their request would be transmitted to Mr. Klaboe.

F. D. Morgan
Construction Engineer

FDM:ss

cc: J. F. Putnam

RAMIREZ & HOOTS
ATTORNEYS AT LAW
814 WALNUT STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 884-9275

BEFORE THE OREGON STATE HIGHWAY COMMISSION

IN THE MATTER OF THE PETITION FOR ACCESS ROAD FROM PROPOSED DALLES-CALIFORNIA HIGHWAY TO THE PRESENT DALLES-CALIFORNIA HIGHWAY VIA JACKSON ROAD (A COUNTY ROAD LOCATED IN KLAMATH COUNTY, OREGON) IN THE NW¼ OF SECTION 8, TOWNSHIP 39 SOUTH, RANGE 9 EAST OF THE WILLAMETTE MERIDIAN.	PETITION FOR ACCESS ROAD

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned property owners and business operators located on the present Dalles-California Highway, who will be by-passed by the proposed construction of a freeway on the new Dalles-California Highway, located Northerly of the present Weed-Ashland-Klamath Falls Junction on Highway 97, in order to protect our existing businesses, property values, future business and development presently existing in this area, hereby respectfully petition the Oregon State Highway Commission for inclusion in their present development plans of the freeway on the new Dalles-California Highway, an access road from the new proposed Dalles-California Highway to the present Dalles-Californis Highway, via a present existing County road known as Jackson Road in Klamath County, Oregon, in the NW¼ of Section 8, Township 39 South, Range 9 East of the Willamette Meridian.

That the access road hereby requested is requested by reason of utility and to provide the maximum benefit to existing business by reason of making use of maximum visibility from the proposed construction without detracting from freeway use.

DATED this________day of June, 1967.

The original of this petition
Returned to Mrs Stranske by

BEFORE THE OREGON STATE HIGHWAY COMMISSION

RAMIREZ & HOOTS
ATTORNEYS AT LAW
514 WALNUT STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 884-9275

IN THE MATTER OF THE PETITION)
FOR ACCESS ROAD FROM PROPOSED)
DALLES-CALIFORNIA HIGHWAY TO)
THE PRESENT DALLES-CALIFORNIA)
HIGHWAY VIA JACKSON ROAD (A)
COUNTY ROAD LOCATED IN KLAMATH)
COUNTY, OREGON) IN THE NW¼ OF)
SECTION 8, TOWNSHIP 39 SOUTH,)
RANGE 9 EAST OF THE WILLAMETTE)
MERIDIAN.)

PETITION FOR ACCESS ROAD

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned property owners and business operators located on the present Dalles-California Highway, who will be by-passed by the proposed construction of a freeway on the new Dalles-California Highway, located Northerly of the present Weed-Ashland-Klamath Falls Junction on Highway 97, in order to protect our existing businesses, property values, future business and development presently existing in this area, hereby respectfully petition the Oregon State Highway Commission for inclusion in their present development plans of the freeway on the new Dalles-California Highway, an access road from the new proposed Dalles-California Highway to the present Dalles-Californis Highway, via a present existing County road known as Jackson Road in Klamath County, Oregon, in the NW¼ of Section 8, Township 39 South, Range 9 East of the Willamette Meridian.

That the access road hereby requested is requested by reason of utility and to provide the maximum benefit to existing business by reason of making use of maximum visibility from the proposed construction without detracting from freeway use.

DATED this ________ day of June, 1967.

The original of this petition
Returned to Mrs Stranske by
F.D. Morgan on Sept. 28, 1967

SIGNATURE	BUSINESS OR PROPERTY OWNER	MAILING ADDRESS
[illegible]	[illegible]	[illegible]
August L Elia - Pres.	Skyline Diesel Sales & Serv. Inc.	3021 Greensprings
[illegible]	Phillips 66	5713 Greensprings Dr
[illegible]	McKay Machine	2625 " " "
Jack W. Mitchell	Fruit Stand	1939 Riverside
David C. Eddy	Klamath View Auto Court	1663 Greensprings Dr.
Dale Walton	[illegible] owner [illegible] Greensprings	
Wm L Biggerstaff	Owns 56 on each side of 66 + 97	3640 Sepulveda Los Angeles, Calif
Wilma M. Bee	property Owner	2412 Greensprings
Ethel M. Stranske	3006 Green Springs dr.	Braecrest Motel owner
[illegible]	[illegible]	538 Main St Klamath Falls, Ore
June Cillo By Harold Blagg	property owners	10006 N Burgard Portland Ore.

STATE OF OREGON)
) ss.
County of Klamath)

I, JAMES R. GUERIN, being first duly sworn, depose and say: That I witnessed each and every signature of business or property owner in the aforesaid Petition and that each of said persons is known to me to be the identical person who signed herein and who is a business or property owner located within the Dalles-California Highway area between the Weed-Ashland-Klamath Falls Junction to the City limits of the City of Klamath Falls, Oregon.

James R. Guerin

SUBSCRIBED AND SWORN to before me this 27th day of June, 1967.

Ruth M. Jackson
NOTARY PUBLIC FOR OREGON
My Commission Expires: May 7th 1968

SIGNATURE	BUSINESS OR PROPERTY OWNER	MAILING ADDRESS
Eva Lewis	97 trailer Ct.	2055 Greenspring Dr.
John F. Burg	Nursery	2888 Greenspring Dr
[illegible] F. Burg	nursery	2888 Greensprings Dr
James R Guerin	DeLuxe Motel	2933 Greensprings Dr

STATE OF OREGON)
) ss.
County of Klamath)

I, JAMES R. GUERIN, being first duly sworn, depose and say: That I witnessed each and every signature of business or property owner in the aforesaid Petition and that each of said persons is known to me to be the identical person who signed herein and who is a business or property owner located within the Dalles-California Highway area between the Weed-Ashland-Klamath Falls Junction to the City limits of the City of Klamath Falls, Oregon.

James R Guerin

SUBSCRIBED AND SWORN to before me this 27th day of June, 1967.

Ruth M. Jackson
NOTARY PUBLIC FOR OREGON
My Commission Expires: May 6, 1968

RECEIVED
JUL 31 1967
FOR FILING

F-205(16)

7101

A+R 467

June 13, 1967

Agenda
49

Board of County Commissioners
Klamath County Court
Klamath Falls, Oregon 97601

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway abandonment agreement covering the Link River-Green Springs Junction Section of The Dalles-California Highway in Klamath County.

A fully executed copy of this agreement has been sent to the City of Klamath Falls, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JUN 15 1967
FOR FILING
F-205(16)
7161

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1967

SUBJECT: Link River-Green Springs
The Dalles-California Highway
Klamath County
"Modoc Access"

To:

Mr. J. F. Putnam
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon 97701

Recently questions have arisen concerning access to the remainder of the Modoc property. In our original justification to access this property, we provided a road under the mainline structure to our easterly right of way line. We also realigned, parallel to our right of way line, the drainage ditch that encompasses the property. We have learned that this field is intentionally flooded in the winter and then pumped dry in the summer for farming. The ditch around this property apparently takes the water to the pump location on the easterly side of this field.

As our plan stands now there is no way for the property owner to get from the end of the access road to the easterly dike. We could get to the pump on the dike by building a roadway on a dike parallel to the proposed four-foot bottom ditch or build a road more directly across the field as shown on the enclosed map.

We need to know the flow line elevations of the entire existing ditch and recommended pipe sizes at the points indicated on the enclosed map. Do you anticipate any foundation problems that would require special treatment if pipes are placed at these locations?

Please furnish this office the above information so that estimates may be prepared for the Right of Way Division to use in negotiating for this property.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc: F. B. Klaboe
D. H. Moehring
Harold Brainerd

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1967

FOR [illegible]

F-215(14)

Fred W. Hill, Member
Helix

7101

May 25, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 8 Commission meeting will be a throughway-abandonment agreement with the City of Klamath Falls and the Klamath County Board of Commissioners pertaining to the Link River-Green Springs Junction Section of The Dalles-California Highway (U397) in Klamath County.

The agreement provides for construction and maintenance thereafter of the project by the State within the access control limits of the project. It also provides for reconstruction of existing road connections to the throughway as well as road closures, utility relocations, et cetera.

Further provisions are made for the existing alignment of The Dalles-California Highway lying adjacent to the throughway to pass to the County or the City for maintenance, jurisdiction, and control, with all the State's right, title, and interest therein passing to the respective governing body upon completion of the project. The approximate length of the existing alignment to be relinquished is 0.36 mile to the City and 1.90 miles to the County.

Bids on the project are scheduled for the September 7 bid letting and is estimated to cost approximately $3,650,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
F. D. Morgan
H. S. Cox
D. H. Moehring
L. H. Young
J. F. Putnam

DNH:nr jw

JLS:ja
5-9-67

PUX 641

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Great Northern Railway Company, known as the "THE DALLES-CALIFORNIA OVERCROSSING" project in the East Half of the Northwest Quarter (E½NW¼) of Section 5, Township 39 South, Range 9 East, Willamette Meridian, Klamath County, Oregon.	APPLICATION No.________________

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant proposes to relocate a portion of The Dalles-California Highway. Said relocation necessitates the construction of an Overcrossing structure over the right of way and tracks of the Great Northern Railway Company, as shown on Oregon State Highway Department Drawing No. 22929, titled The Dalles-California Highway O'Xing of G.N.R.R., Klamath County, Preliminary Plan & Elevation, Bridge No. 9692, dated 3-24-66, and Oregon State Highway Department Drawing #22683, titled

JLS:ja
5-9-67

Oregon State Highway Department P.U.C. Map, Structure Crossing of G.N.R.R., Klamath Falls - Greensprings Jct., The Dalles-California Highway, Klamath County, Bridge #9692, dated Oct. 1966, attached hereto and by this reference made a part hereof.

IV

Because of the amount of traffic over said relocated highway, and the natural terrain at the site, an Overcrossing structure is the only practical means for crossing the railroad tracks.

V

That upon completion, the estimated annual average daily traffic on the relocated The Dalles-California Highway will be approximately 6100 vehicles with an anticipated increase to 11,000 vehicles per day in 20 years. The Railway has 3 train movements per week.

VI

That the proposed structure will have a total length of 504-feet, consisting of 100-foot, 131-foot, 100-foot, 85-foot and 88-foot reinforced concrete box girder spans and will have a roadway width of 78-feet between handrails with no provision for foot traffic. The proposed structure will be located partially on an ascending grade of 4.92% to the South and a 1500-foot vertical curve with the point of intersection at Highway Engineer's Centerline Station 172+25, and a descending grade of 0.743% to the North. The centerline of the roadway of the Overcrossing intersects the centerline of the Riverside Industrial Track at

JLS:ja
5-9-67

Highway Engineer's Centerline Station 163+42.45 POC equals Railroad Station 42+68.7 POC, with an intersecting angle between tangents of 63°30" in the Southeast Quadrant.

VII

The following parties are affected by the proposed crossing: Great Northern Railway Company and Klamath County.

VIII

That Grade Crossing 10B-2.04(C) be abandoned when said Overcrossing structure is completed, pursuant to an agreement between Applicant and Respondent Great Northern Railway Company, dated November 1, 1962, which provided in Section III:

> "It is understood and agreed between the parties hereto that this is a stage construction and that the elimination of this crossing upon completion of the entire project is not to be construed as the elimination of a grade crossing, which shall authorize contribution by the railroad company to any permanent overcrossing."

IX

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railway

JLS:ja
5-9-67

for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

X

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

XI

That the proposed project is located in the East Half of the Northwest

JLS:ja
5-9-67

Quarter (E½NW¼) of Section 5, Township 39 South, Range 9 East, Willamette Meridian, Klamath County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 9th day of May, 1967.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 9th day of May, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

Form CD-121 (11-63) (Presc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED MAY 9 1967

FOR FILING

F-205(16)

7101

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U. S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant /

DATE: May 5, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project F-205(16)
The Dalles-California Highway U'xing of Riverside Drive
Link River - Green Springs Junction Section

Preliminary plans consisting of Drawings 22790, 22684 and 22684A and an architectural sketch have been reviewed and are approved.

Copy [illegible]
Moring
5 8 67

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7101

GREAT NORTHERN RAILWAY COMPANY

LAND & TAX DEPARTMENT

JAMES C. KENADY
LAND & TAX COMMISSIONER
ST. PAUL, MINN. 55101

M. E. FREY
ASSISTANT COMMISSIONER
ST. PAUL, MINN. 55101

R. M. BOYD
WESTERN COMMISSIONER
SEATTLE, WASH. 98101

A. G. BELL
LAND & TAX AGENT
311 FIRST NATIONAL BANK BLDG.
HELENA, MONT. 59601

J. R. SEVERSON
GENERAL TAX AGENT

H. D. HAYMAN
GENERAL LAND AGENT

B. J. STASSON
GENERAL LEASE AGENT
ST. PAUL, MINN. 55101

May 3, 1967

File 7768-K

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
✓ Litchfield
Olson

RECEIVED
MAY 15 1967
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Mr. Morgan:

This refers to your letter of April 5 to Mr. L. G. Reichert, our Assistant Chief Engineer at Seattle, requesting permission to drill test holes on Great Northern right of way for the proposed construction of a bridge over our tracks for the Link River-Green Springs Junction Section of The Dalles-California Highway, Railway Station 42 plus 68.7, Highway Station L2 163 plus 42.45, at Klamath Falls, Oregon.

Permission is hereby granted to the State of Oregon to enter upon Great Northern right of way for the purpose of drilling test holes located as shown colored in red on the attached print under the following conditions:

1. All work and drilling shall be done in a good and workmanlike manner so as not to interfere with the tracks, operation of trains, and communication facilities of the Railway Company, and no work shall be performed within 15 feet of the Railway Company's track.

2. All work and drilling shall be performed under the supervision of the Railway Company's Division Superintendent or such other agent or employee as designated by him, and the State shall notify said Superintendent at least two days before any work is commenced.

3. The State of Oregon agrees to be responsible for its own employees and equipment.

4. If the work is performed by a contractor employed by the State, the State shall require the contractor to protect grantor (Great Northern Railway Company) and any other railroad occupying or using grantor's right of way or lines of grantor against all loss and damage arising from activities of the contractor, his forces, or any of his subcontractors, or agents, and shall further provide that the contractor shall furnish to the Chief Engineer of said Railway Company a Railroad Protective Liability Insurance Policy by naming said grantor as the insured. Said policy shall protect grantor against liability for bodily injury sustained by any person (including grantor's employees), contractor, or by any of contractor's employees arising out of work done by contractor on grantor's right of way; against liability for property damage and injury to or destruction of property arising out of contractor's activities upon grantor's right of way; against physical damage to grantor's property, including but not limited to rolling stock and their contents, mechanized construction equipment or motive power equipment, arising out of contractor's activities upon grantor's right of way, provided such property is owned by grantor or is leased or entrusted to it under a lease or trust agreement.

   The limits of said policy shall not be less than $250,000.00 for all damages arising out of bodily injury to or death of one person, and subject to that limit for each person, a total of $500,000.00 for all damages arising out of bodily injury to or death of two or more persons in any one accident; and not less than $250,000.00 for all damages arising out of injuries to or destruction of property in any one accident and subject to that limit for any one accident a total limit of $500,000.00 for all damages arising out of injuries and destruction of property during the policy period. Said Insurance Policy shall be executed by a corporation qualified to write the same in the State of Oregon and be in form and substance satisfactory to the grantor; and shall be delivered to the grantor for approval prior to the entry upon or use of its property by the contractor.

5. A copy of the log of the boring shall be furnished to us.

6. The permission herein granted may be canceled on ten days' written notice by Great Northern Railway Company and shall automatically expire on September 30, 1967.

This letter is being sent to you in duplicate, and, if the above terms and conditions are agreed to, will you please arrange for acceptance on behalf of the State in the space provided below and return one signed copy to us.

Yours very truly,

JcKenady

Land and Tax Commissioner

Attach.

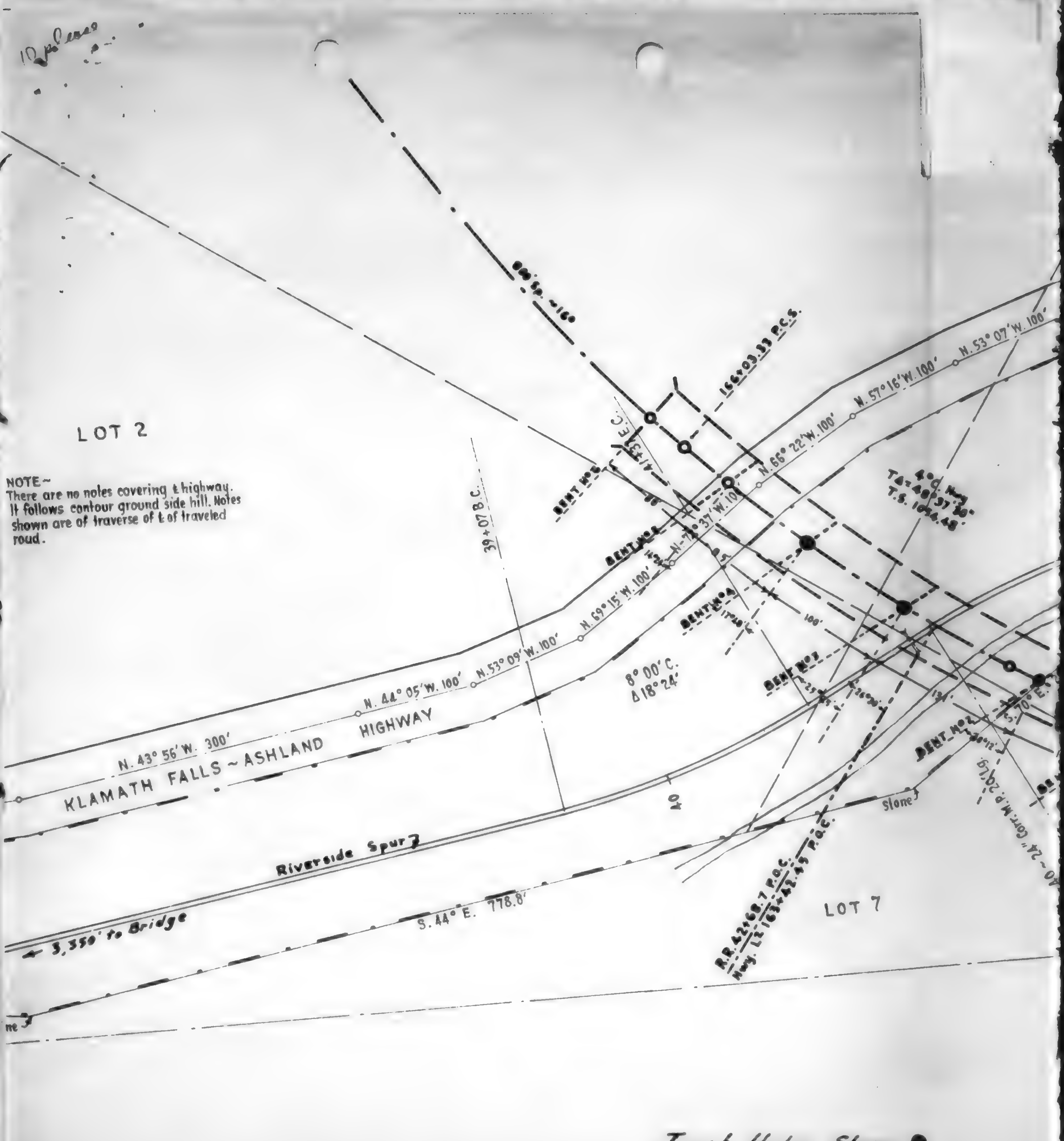
The above terms and conditions
are hereby accepted and agreed to.

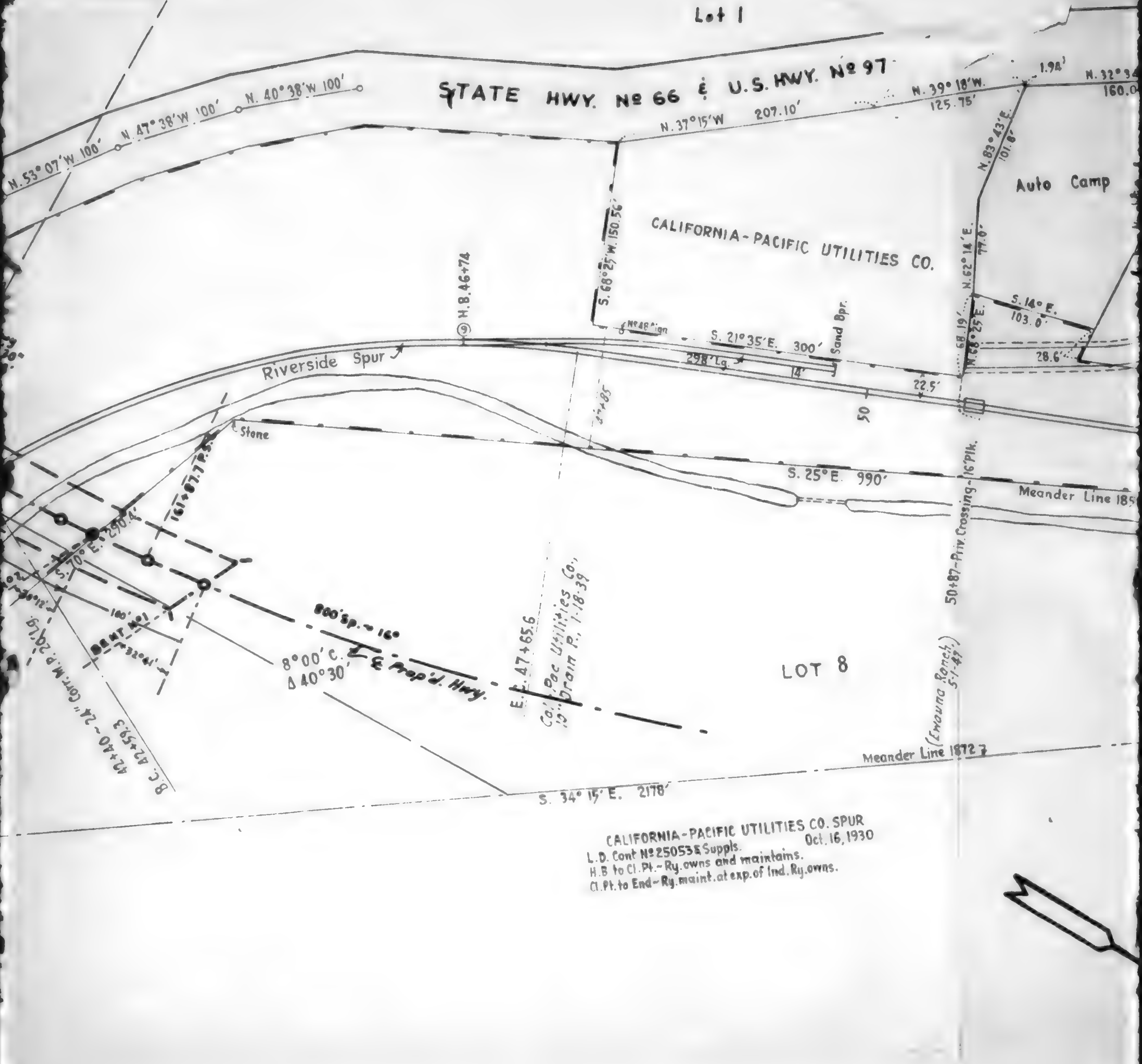
STATE OF OREGON

By: F B Klaboe

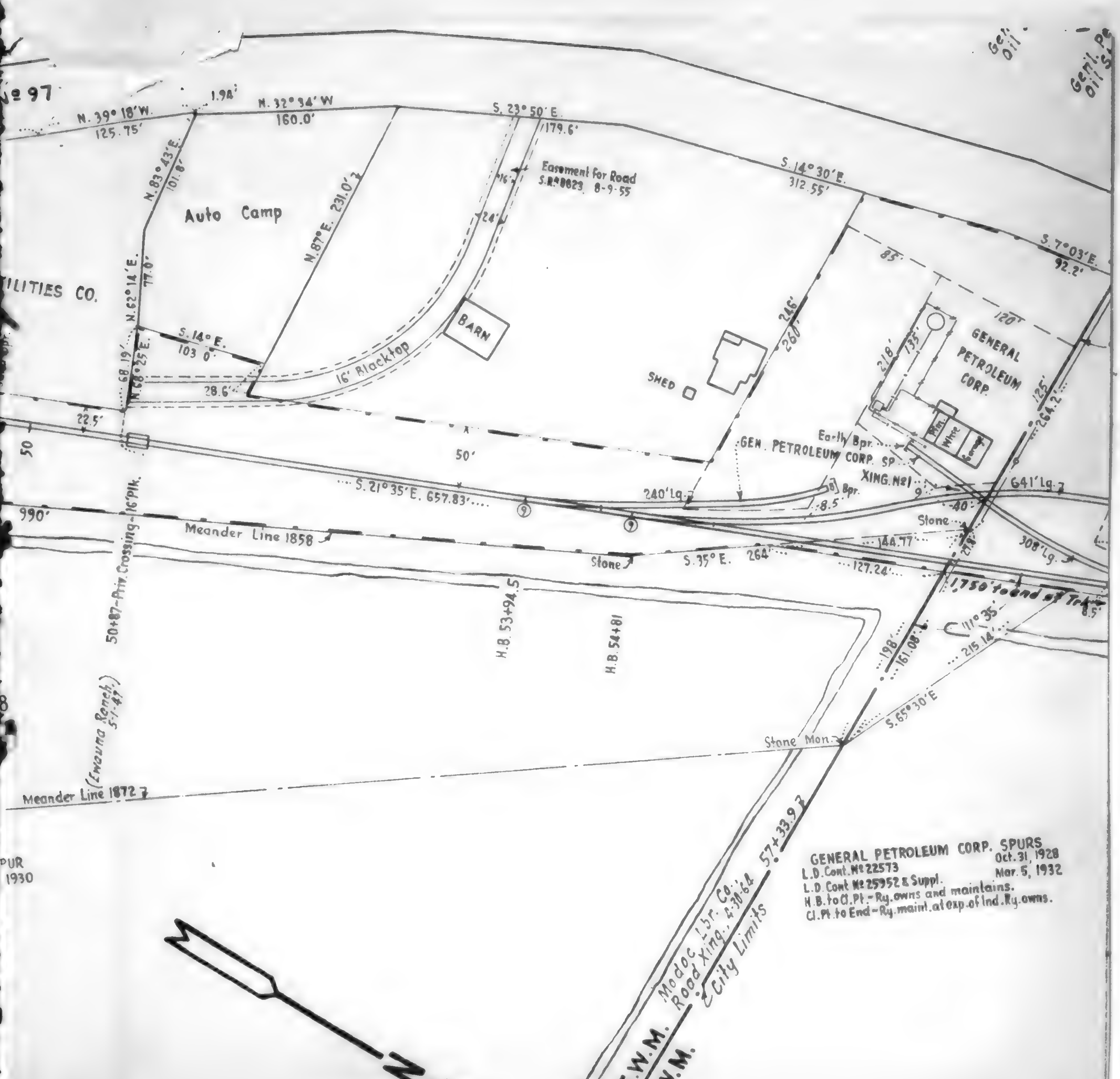
Asst. State Hwy Engr
Title

5/24/67
Date


10 places
LOT 2
NOTE~
There are no notes covering ℄ highway. It follows contour ground side hill. Notes shown are of traverse of ℄ of traveled road.
39+07 B.C.
E.C.
166+03.33 P.C.S.
BENT NO. 4
BENT NO. 3
BENT NO. 2
BENT NO. 1
BENT NO. 2
4° C. Hwy.
T.S. 1044.48
N. 53° 07' W. 100'
N. 57° 16' W. 100'
N. 66° 22' W. 100'
N. 69° 15' W. 100'
N. 53° 09' W. 100'
N. 44° 05' W. 100'
N. 43° 56' W. 300'
KLAMATH FALLS ~ ASHLAND HIGHWAY
8° 00' C.
Δ 18° 24'
100'
40
Riverside Spur
Stone
← 3,350' to Bridge
S. 44° E. 778.8'
R.R. 42+68.7 P.O.C.
Hwy. L. 163+42.45 P.O.C.
LOT 7
24" Corr. M.P. 20' lg.
Test Holes Shown ●



CALIFORNIA-PACIFIC UTILITIES CO. SPUR
Oct. 16, 1930
L.D. Cont Nº 25053 & Suppls.
H.B to Cl. Pt. - Ry. owns and maintains.
Cl. Pt. to End - Ry. maint. at exp. of Ind. Ry. owns.



GENERAL PETROLEUM CORP. SPURS

L.D. Cont. № 22573 Oct. 31, 1928
L.D. Cont. № 25952 & Suppl. Mar. 5, 1932
H.B. to Cl. Pt. – Ry. owns and maintains.
Cl. Pt. to End – Ry. maint. at exp. of Ind. Ry. owns.

KLAMATH FALLS, ORE.

Scale 1" = 100'
May 1, 1967

Land File 7768-K

O/S T-55

RECEIVED
MAY 4 1967

FORM E-30X—50M—2-66 SP*23500-734

FOR FILING
F-205(16)

5161

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 3, 1967

SUBJECT: The Dalles-California Hwy.
O'xing GNRR
Link River-Green Springs
Junction Section
The Dalles-California Hwy.
Klamath County
Br. No. 9692

To: Mr. G. E. Rohda
Chief Counsel

BUILDING

Att.: Mr. Jack Sollis

In the process of completing The Dalles-California Highway alignment over Link River and along the westerly edge of Lake Ewana, it becomes necessary to cross over the Riverside Industrial track of the Great Northern Railroad.

Twelve prints each of Dwgs. Nos. 22929 and 22683, the plan and elevation and vicinity map, respectively, are attached for use as exhibits in our application for a PUC order.

The proposed structure is located in the east half of the northwest quarter of Section 5, Township 39 S., R. 9 E., W.M., Klamath County, Oregon. The center line of the roadway of the overcrossing intersects the center line of the Riverside Industrial track at Hwy. Sta. 163+42.45 POC=R.R. Sta. 42+68.7 POC with an intersecting angle between tangents of 63° 30" in the southeast quadrant. The structure will be 504' long, consisting of 100', 131', 100', 85' and 88' reinforced concrete box girder spans and will have a roadway width of 78' between handrails. The structure is located partially on an ascending grade of 4.92% to the south and a 1500' vertical clearance with the point of intersection at Sta. 172+25, and a descending grade of 0.743% to the north. The minimum horizontal and vertical clearances during and after construction will be, in all instances, equal to or greater than the PUC minimums.

The average daily traffic on the overcrossing is approximately 6100 with an anticipated increase to 11,000 vehicles per day in twenty years. The railroad has three train movements per week.

This overcrossing will be constructed with federal and state funds and since the railroad will not benefit from the construction of this structure, no participation in the cost is requested from them.

Any necessary expense incurred by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

By agreement with the Great Northern Railroad Company dated November 1, 1962, grade crossing PUC No. 10B-2.04(C) will be abandoned. In this agreement, Section III states:

> "It is understood and agreed between the parties hereto that this is a stage construction and that the elimination of this crossing upon completion of the entire project is not to be construed as the elimination of a grade crossing, which shall authorize contribution by the railroad company to any permanent overcrossing."

In this construction project, the State should do the following things: Prepare plans, estimates, award a contract and supervise construction. Upon completion of the project, the State will maintain the overcrossing structure and other highway appurtenances. In this construction project, the railroad should furnish preliminary engineering, watchman and flagman services to protect its operations during construction and upon completion of construction, maintain the roadbed and trackage at its own cost and expense.

Will you please prepare an application for a PUC order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY [illegible]

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED 1967

F-205(16)
7161

May 1, 1967

Great Northern Railway Company
306 King Street Station
Seattle, Washington

Attention: Mr. L. J. Reichert
Assistant Chief Engineer

Subject: The Dalles-California
Highway Overcrossing GNRR
Link River-Green Springs
Junction Section
The Dalles-California Highway
Klamath County
Br. No. 9692

Your File: 3280-(hf)

Gentlemen:

In pursuance of the subject project, we are attaching five prints each of our Dwgs. Nos. 22683 and 22929 which are the vicinity map and plan and elevation drawings, respectively. The vicinity map was sent to you on January 4, 1967.

The plan and elevation drawing shows our proposal for a structure over your riverside industrial tracks. On this drawing, you will observe that we plan to construct a structure 504' long consisting of 100', 131', 100', 85' and 88' reinforced concrete box girder spans having a 78' roadway. The span over the track will have approximately 45' vertical clearance and 14' minimum horizontal clearance to the left and 20' minimum clearance to the right. The center line of the overcrossing will intersect the center line of the track at Hwy. Sta. 163+42.45 POC= R.R. Sta. 42+68.7 POC with an intersecting angle of 63° 30" in the southeast quadrant.

The construction of the "M" line as mentioned in your letter will necessitate a change in the drainage ditch. At the present time, the plan is to construct a channel change carrying the water along the easterly highway right of way line. The details and drainage plan have not been completed as yet. We will, however, furnish you prints for your review as soon as they are available.

[illegible]

At the present time, negotiations for easements and railroad agreements are under way through our Utilities Liaison Engineer.

This overcrossing is to be constructed with federal and state funds. No participation in the cost is requested from the railroad. A grade crossing, PUC No. 10B-2.04-C, will be eliminated but according to the agreement dated November 1, 1962, between the Great Northern Railroad Company and the State of Oregon, Section III, which reads as follows:

> "It is understood and agreed between the parties hereto that this is a stage construction and that the elimination of this crossing upon completion of the entire project, is not to be construed as the elimination of a grade crossing, which shall authorize contribution by the railroad company to any permanent overcrossing."

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction. Upon its completion, the State will maintain the overcrossing structure and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period and upon completion of construction, maintain the roadbed and trackage at your own cost and expense.

The attached prints will be used as exhibits in our application for a PUC order. After reviewing these prints, will you return one print each with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls.
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1967

F-365(16)

7101

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
[illegible]LAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 20, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: The Dalles-California Hwy.
U'xing of Riverside Dr.
Link R.-Green Springs Jct. Sec.
The Dalles-California Hwy.
Br. No. 9693

Gentlemen:

Transmitted herewith, are 3 prints each of the plan and elevation Dwg. No. 22790, the vicinity maps Dwgs. Nos. 22684 and 22684A and an architectural sketch.

The length and width of the structure and the location of bents were determined by the alignment, grades, cross sections and set-back requirements established for the project. The width (32') is greater than full shoulder width (30') but is desirable because of the poor alignment at the approaches at each end of the structure. The three-span steel continuous girder structure was selected due to the ability of achieving a shallow depth over the roadway with this type.

It is planned to use solid wall intermediate bents since the exposed bent is only 10' to 15' high and crossbeam and column arrangement would have short column exposure. The end bents will be "L" abutments with wing walls turned down the slope, parallel to the structure. Footings have not been determined since the foundation investigation has not been started. When the foundation investigation is completed, copies of the data will be forwarded to you.

Based on approximate quantities, assuming bents on spread footings, the estimated cost is $203,000 which includes an allowance for engineering and contingencies. This figures out to be $23.50 per square foot of roadway. The Eugene-Springfield Highway O'xing of the Florence-Eugene Highway, Willamette River Bridge Section, I-105, Lane County, had

EDWARDS

a per square foot bid cost of $20.50 which, with 20% added for engineering and contingencies, would give $24.50 per square foot.

These prints are being sent to you for your information.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
EDWARDS

RECEIVED
APR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TGT:mb
Encls.
cc: Tom Edwards
L. H. Young
C. H. Maison

FORM E-122X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 2? 1967
FOR FILING

E-215(16)

7101

April 19, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: The Dalles-California O'xing
of the Great Northern R.R.
Link River-Green Springs
Junction Section
The Dalles-California Hwy.
Br. No. 9692

Gentlemen:

Transmitted herewith, are five prints each of the preliminary plan and elevation Dwg. No. 22929 and vicinity map Dwgs. Nos. 22683 and 22683A for subject project.

The length and width of the structure and location of the bents, adjacent to the existing highway and the railroad tracks, were determined by the alignment, grades, cross sections and set-back requirements established for the project. A reinforced concrete box girder structure was selected in consideration of the curved alignment, the available structural depth and the reasonable span lengths.

As icing-over of bridge decks is a problem in this area of the state, the box girder was also selected because past experience indicates that due to the dead air space below the deck, box girder decks do not ice over as rapidly as other types of structures. The box girder type also favors the installation of a minimal-cost heating system which is being considered for the prevention of frost and ice forming on the deck. The box section will reduce heat loss and simplify the installation and maintenance of said system.

...TED
... EDWARDS

A partially complete foundation investigation indicates that all bents will be founded on steel HP. Copies of the foundation investigation data will also be forwarded when available.

Based on approximate quantities, the estimated cost of the structure is $831,000, which includes a rough estimate of $30,000 for the heating system. An allowance of 20% for engineering and contingencies is also included in the $831,000 total.

These prints are being sent to you as a preliminary submission. As we are also sending preliminary plans to the Great Northern Railroad Company at this time, your early review and approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:mb
Encls.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
APR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 10 1967

F-205(16)

7101

April 6, 1967

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington 98104

ATTENTION: Mr. D.G. Reichert
Assistant Chief Engineer

Re: Encroachment Map and Cross Sections
Link River-Green Springs Jct. Section
The Dalles-California Highway
Klamath County
YOUR FILE: 3280 (hf)

Gentlemen:

Herewith you will find five prints of each of the following:

Encroachment Map and Cross Sections, Drawing No. 9B-1-14 dated February 1967.

Description of easements, Right of Way File 40761, dated February 27, 1967.

You will note we are asking for a permanent easement for an overcrossing containing 0.62 acre, permanent easements for slopes of an access road covering 0.47 acre, and a permanent easement for road approach covering 0.11 acre. As soon as our appraisals have been completed, we will make you a firm offer for this property.

Bids are proposed to be opened on this project on September 7, 1967. Additional information will be submitted to you as it becomes available.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED

TWL:sg

Enc.
cc: ~~F.B. Klaboe~~
I.D. Merchant
D.H. Moehring
J.F. Putnam
J.E. Holcomb

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 7-66

RECEIVED
APR [illegible] 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-265(16

7101

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1967

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington 98104

ATTENTION: Mr. L.G. Reichert
Assistant Chief Engineer

Re: Permit of Entry for Test Holes
Link River-Green Springs Jct. Section
The Dalles-California Highway
Klamath County
YOUR FILE: 3280 (hf)

NOTED
F. B. KLABOE

Gentlemen:

Herewith you will find one print each of Bridge Drawings No. 22683 and 22929 on which is shown the location of the six bents of the proposed structure over your tracks south of Klamath Falls. The location of these bents is shown in red on Drawing No. 22683. At each of these locations we desire to dig test holes to study the soil conditions so that we may design a suitable foundation for this structure.

This exploratory work will be done by State forces using a small, portable, gasoline powered, skid-mounted, rotary drill which will occupy an area 6 ft. x 10 ft. and will have a mast which will stand approximately 12 feet high. In order to gain access to the bent locations on the northeasterly side of your tracks we propose to cross your tracks at the existing grade crossing near Railroad Station 50+30. Our access to the south side of the tracks will be directly from the existing highway. We will endeavor to occupy your property with only the drill itself and the forces necessary to operate it; the auxiliary equipment will be placed on adjacent property as much as possible.

Inasmuch as we propose to open bids for this project on September 7, 1967, your cooperation in expediting this permit of entry will be greatly appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
~~cc: F.B. Klaboe~~
Tom Edwards
I.D. Merchant
J.F. Putnam
J.E. Holcomb

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

***REVISED**

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
The Dalles - California
(FAP 4)

REVISED

Page 1 of 4 Pages

7101

F-9057

RECEIVED
DEC 8 1966

Section Link River - Greensprings Jct. Highway (FAP 4) County Klamath

Profile 16-14[illegible]

Res. Engr. ______ Approx. Length 2.80 Miles. Sta. 132+59± thru eq to Sta. 28+50± Date 11-29-66

Truck A.D.T. 561 Traffic Coefficient 9.9 18 kip s.a. per day 407.4.

Annual Precipitation 13"

Frost Penetration 20" - 24".

(1)
Typical Soil

49	LL
13	PI
91	%P 10
58	%P200
9	%Gravel
10	%C Sand
23	%F Sand
35	%Silt
23	%Clay
12	"R" Value

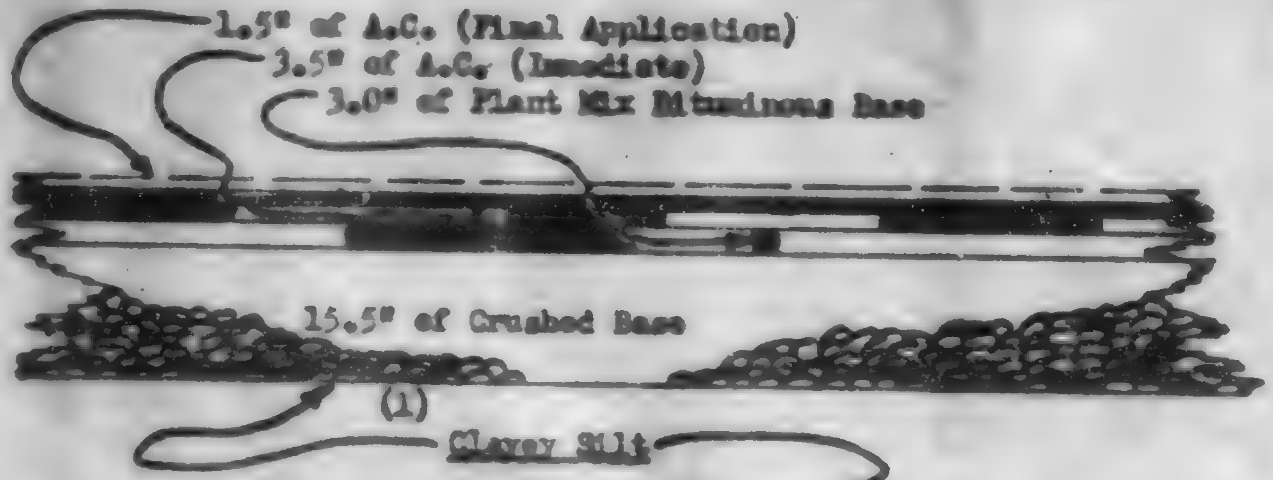
[redacted]

AASHO CLASSIFICATION:

A-7-6(7)

MATERIAL SOURCES:

To be determined by the Engineer.


1.5" of A.C. (Final Application)
3.5" of A.C. (Immediate)
3.0" of Plant Mix Bituminous Base
15.5" of Crushed Base
(1)
Clayey Silt

CBR Total Req.	Design	Actual Thick.	
	3.0	1.5	A.C. (F)
	7.0	3.5	A.C. (I)
	5.5	3.0	P.M.B.B.
	15.5	15.5	Cr. Base
31.0	31.0	23.5	

*Revision necessary due to changes in calculating Traffic Coefficient, testing technique for determining "R" value, and use of Plant Mix Bituminous Base in the roadway structure.

NOTED
F. B. KLABOE

11 29 66

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. [illegible]
for Staff Assistant

Recommended by [illegible]
Asst. Engineer of Materials

Recommended by [illegible]
Asst. Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

Link River - Greensprings Jct.
Dalles - California Hwy. (PAR 4)
Klamath County

"Other Roads"

Truck ADT	Final A.C. W.S.	Immed. A.C. W.S.	**PMBB or Level	Crushed Base	CBE Total Requirement	Actual Thickness
Greensprings Highway 299	1.5"	3.5"	**3.0"	13.0"	28.5"	21.0"
90 - 240	- - -	3.5"	**3.0"	14.0"	26.5"	20.5"
30 - 90		3.5"	2.0"	14.5"	23.5"	20.0"
8 - 30		3.0"	2.0"	12.5"	20.5"	17.5"
1 - 8		3.0"	2.0"	9.0"	17.0"	14.0"
Cars Only		2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE Total Requirement" column to obtain required total thickness and table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.83" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specs.)
(plus Supplementals)

SECTION: LINK RIVER - GREEN SPRINGS JCT.

HIGHWAY: THE DALLES - CALIFORNIA (FA 4)

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 5500 (Total)

B. Future ADT 10,000 (Total)

C. Mean ADT 7750 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of lanes 2

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{E}$= 7.5 x (C) 7750 = 581

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 581 x (H) 100 % = 581

TRAFFIC COEFFICIENT = K (I) [illegible]
where K = [illegible]

= 9.3

SECTION: LINK RIVER - GREEN SPRINGS JCT.

HIGHWAY: THE DALLES - CALIFORNIA (FA 4)

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of the Design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

At the present time there are no known sources that contain both quantity and quality of material necessary for P.C.C. construction.

Fill heights on this section will vary from 5' to 40'± with settlement anticipated. A.C. surfacing is desirable for restoration purposes, if required.

RECEIVED
AUG 16 1965
FOR FILING

F-205(16)

7101

Cross Referenced To:
Adm
Petitions
Klamath

August 16, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Enclosed is a suggested reply for the Governor's consideration to a letter received from Norman Hansen concerning the Link River-Green Springs Highway Section of The Dalles-California Highway near Klamath Falls.

We realize that there is a problem and we have the reconstruction of this section on our priority list for highway improvements. However, our best estimates show that the right-of-way will cost $750,000 and construction another $2,000,000. Such funds are not available at this time.

The picture you requested to be returned is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. R. Chandler

FBK:srb fn

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
August 16, 1965

Mr. Norman T. Hanson
446 Riverside Street
Klamath Falls, Oregon

Dear Mr. Hanson:

Thank you for your letter of August 4 concerning the extension of US97 between Link River and the Green Springs Highway Junction.

I am well aware of the need for improving this section of highway and have requested the State Highway Commission to give careful consideration to this section when funds are available for programming work in the area. The project is an extremely costly one and it is not possible to determine at this time when it may be financed. I have asked the Highway Commission to keep this much-needed project in mind when allocating funds.

FBK:arb FC:fn

(1244)

Hiway

446 Riverside St.,
Klamath Falls, Ore.
4 August 1965

Dear Governor Hatfield:

I am writing you in the hopes that you will be able to answer a few questions and give us some information. It concerns the uncompleted West Side Bypass (Highway 97) here in Klamath Falls. I have had no luck in obtaining a straight answer from any of our representatives or the State Highway Engineer. I am enclosing a sketch with this letter to help clarify the subject. Also an aerial photograph

About a year ago I circulated a petition and obtained the signature of every resident here on Riverside St., in which we prayed for some action on the part of the Highway department in finishing the west side bypass, and also for some property tax relief until this was done. The extremely heavy traffic, mainly trucks, nearly makes our property valueless. We are paying the same tax rate as people living in quiet residential areas. Needless to say, we received the polite brushoff from both the tax assessor's office and the State Highway Engineer. Every inquiry addressed to the latter was answered by the same old time worn cliche "out of funds". Yet 4 times in the past 25 years, improvements and rerouting of the highway has occurred where it enters the north end of the city, and finally culminated in the construction of the West Side Bypass. But for some reason, this project has never been completed, and still terminates here on Riverside St., at a stop sign. As you know, Riverside St. has been Highway 97 ever since the original town of Linkville (Klamath Falls) was founded in the 1800's. From reading the paper I can only conclude that all available highway money is being spent in the metropolitan areas, i.e., Portland, Salem, Eugene, etc. Is this because most of the politics and heavy votes and money happens to be in those areas? That is our conclusion from the way we see it over here. Or possibly a few people have to be killed before anything is done, as is the case in many localities.

The noise level on Riverside St. is unbelievable. It is an impossibility to hold an ordinary conversation out in our yards, with a truck roaring by at the average rate of one every two or three minutes, 24 hours per day, during the summer months. All TV programs and stereo records are completely masked out by the sounds of blatting exhausts. Are you able to give me one good reason why the trucking industry is exempt from being equipped with a proper muffler? The law requires one on the private automobile. This should be ~~throughly~~ thoroughly investigated, as it appears like a payoff somewhere. Many states have an anti-noise law, and it is enforced. As far as trying to obtain a complete night's sleep, we have given up that idea years ago. In our own home, we have ceased using the front bedroom facing the street. It is just not worth while getting jarred out of a sound sleep every two or three minutes. And the tax assessor makes the stupid statement that he thinks our property is not devalued. No person in his right mind would buy anything along this street in view of the present situation. I had this place on the market for 8 months last year. I had 2 eager prospects, until a truck shifted gears out front, and that was the end of the sale.

Another item is the extreme hazard to children, pets, etc. Everybody on the street backs out of his driveway every morning onto the highway, mentally sending up a little prayer that he won't get clobbered before he can get squared away down the street.

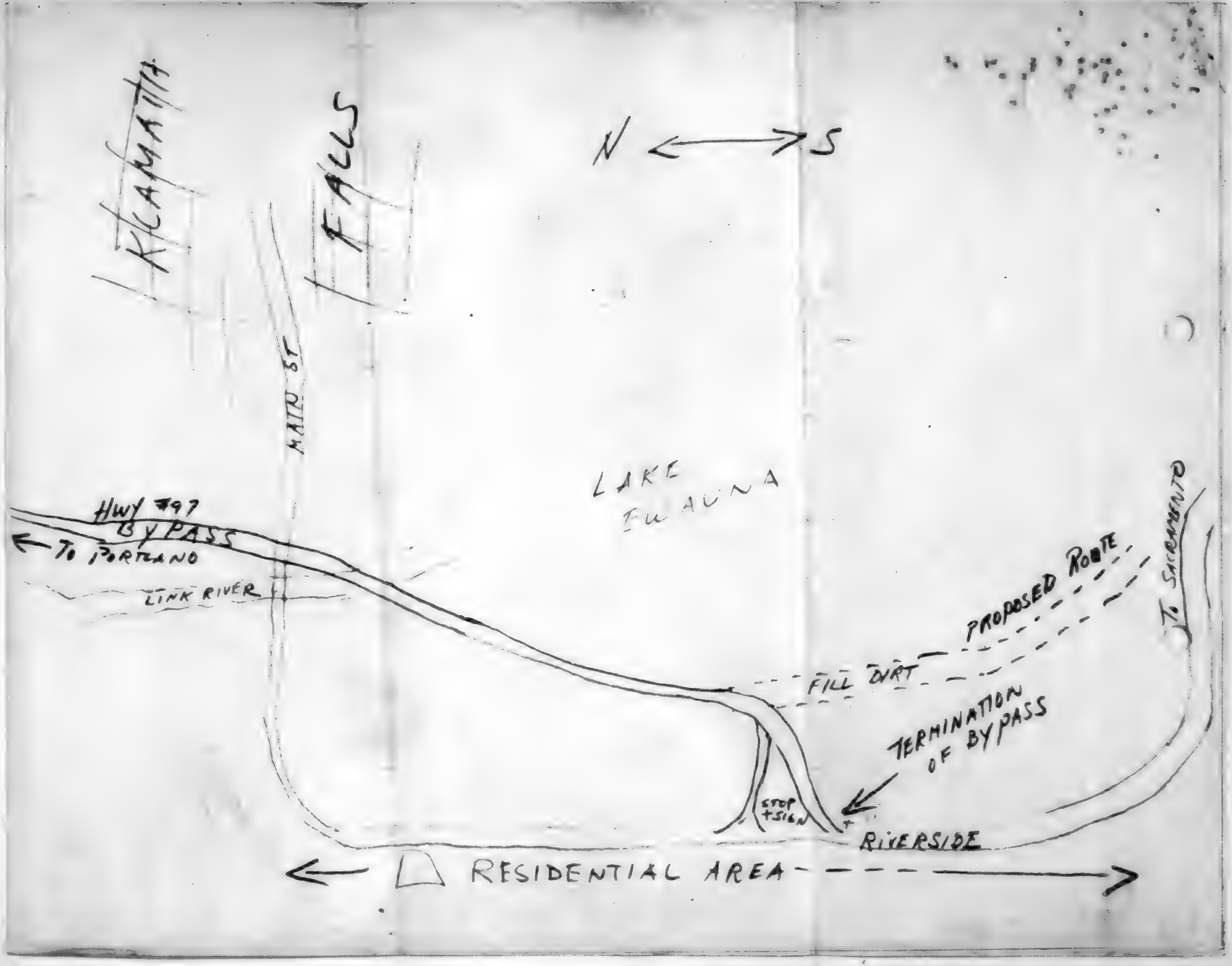
AUG - 6 1965

I have brought this whole thing up to our representatives, Boivin, Flitcraft, et.al., but no results, so I can safely assume that all they do up there is draw their pay. We sincerely hope you can investigate this and determine where the bottleneck is and why. You would have our eternal gratitude.

Yours sincerely,

Norman T. Hanson

Norman T. Hanson


KLAMATH
FALLS
N ← → S
MAIN ST
LAKE EWAUNA
HWY #97
BYPASS
← TO PORTLAND
LINK RIVER
PROPOSED ROUTE
FILL DIRT
TERMINATION OF BYPASS
STOP + SIGN
RIVERSIDE
TO SACRAMENTO
← RESIDENTIAL AREA →

RECEIVED
SEP 28 1964
FOR FILING
F-205(1C)
1101

Cross Referenced To:
Adm
Petitions
Klamath

September 28, 1964

Mr. Norman T. Hansen
446 Riverside Street
Klamath Falls, Oregon

Dear Mr. Hansen:

We have your September 22 letter and petition outlining your views and opinions as to future construction on The Dalles-California Highway south of Klamath Falls. Your petition and opinion will have the attention of the State Highway Commission and will be made a part of its record on the matter.

In order that there can be no possible misunderstanding, I offer the following:

Additional work on The Dalles-California Highway, south of the present recently completed project, is not on any approved Highway Commission program. I have no authority to make any commitment which would in any way bind the Commission as to future projects. I can only reiterate the statement made in the July 21 letter that both the Highway Commission and this Department are aware of the deficiencies in this and other areas and I am sure will give the project consideration when it is possible to obtain financing.

On the overall highway system at this time, there are critical deficiencies that would probably require $200 million to correct and these deficiencies are equal or greater than the one you describe. The most serious problem facing your Highway Commission today is how available funds should be allocated to do the most overall good for our state.

This letter is not intended to "sweep the matter under the rug", but simply to explain to you, as best I can, the facts as they exist. If you have any further questions, do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Sen. Harry D. Boivin
R. L. Porter
Victor D. Wolfe

RLP:ms fh

22 Sept 1964
446 Riverside St.,
Klamath Falls, Ore.

State Highway Engineer
Salem, Oregon

Dear Sir:

I enclose herewith a petition, representing and setting forth the views of the residents of Riverside St., here in Klamath Falls. I wrote you a number of months ago on this same subject, with carbon copies to Mr. Flitcraft Boivin, and Howe. We got a vague, non-committal reply back, from you and Mr. Boivin. Mr. Flitcraft and Howe ignored our letter. The situation here is intolerable, the manner in which this so-called bypass is laid out. When can we expect a completion date? We notice that no money is spared to improve and build on the North end of the project, and you seem very reluctant to do anything on the South end. We can only reach the conclusion that there are not enough monied or influential people living out our way.

It is merely a matter of time until we have a first class massacre; the accident rate is very high. There have been a half dozen accidents just within the past month. We read some time back of proposals to landscape the bypass. In our estimation this is absurd. We recommend putting first things first by completing the bypass, and then use any money left over for some landscaping.

All this big push for "Winnemucca to the Sea", paving back roads for the benefit of an occasional hunter or fisherman, etc.,also shows poor planning. Riverside Street here in Klamath Falls carries more traffic in one day than the Winnemucca" highway carries in six months.

We expect some immediate action on this matter, a clarification of your plans, and an expected completion date.

Yours sincerely,

Norman T. Hanson
Norman T. Hanson

NOTED
R. L. PORTER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

August 31, 1964.

PETITION

1. We, the undersigned, being residents and/or taxpayers of South Riverside Street, within the City of Klamath Falls, hereby petition the above named City, and the State of Oregon to: (a) finish construction of the south section of the West Side Bypass, such being a part of Highway #97; and (b) to furnish substantial tax relief to the taxpayers of this street until such time as the Bypass is completed, since a residential section is being used as a public highway.

2. We also petition that when the Bypass is completed, South Riverside Street. be closed to through traffic and especially to truck traffic.

3. We herewith give our reasons for this petition:

(a) Existing traffic conditions create an extreme hazard to all traffic passing on this street, to residents and their small children. The presently used exit and entrance to the partially completed bypass were not designed to handle heavy traffic, and there are continuous accidents and near-accidents entering and leaving Riverside Street, two such accidents having occurred within the past 24 hours, one leaving a victim in the hospital. The grade is so steep coming down the hill and over the bridge that large trucks have difficulty in stopping at the Riverside entrance, and the resulting shifting of gears makes the noise on this residential street unbearable. Many of the larger semi's find it necessary to back up in order to make the sharp lefthand turn entering Riverside St. Many of these trucks have been clocked at 50 miles per hour entering town from the South, in a 35 mile per hour zone, and most are un-mufflered. Obtaining a night's sleep is an impossibility, due to the lack of mufflers; and this condition has been even more aggravated since the Bypass was tied into Riverside.

(b(The retention of So. Riverside as an integral part of Highway 97 has always been detrimental to property values, yet property owners get no tax relief from this situation.

(c) An extreme traffic hazard exists, and many accidents have already occurred, in icy weather going upgrade just past the city limits south toward California around the hill just south of town. It is very common to see traffic backed up almost to the Link River Bridge on an icy night waiting for traffic to get up the hill, with trucks and cars jack-knifed across the road.

(d) The Highway has been changed at least three times in the past 30 years, coming into the North end of the City, and improved each time, yet Riverside St. is still in use since Linkville's first founding in the 1800's, with absolutely no improvements.

4. As property owners and taxpayers we demand a substantial reduction in property taxes until such time as Riverside is no longer a part of Highway 97, and reverts to a true residential section

NAME	ADDRESS
Norman T. Hanson	446 Riverside St.
Margaret M Hanson	446 Riverside St
Ethel Goller	406 " "

This page attached to and a part of a PETITION dated August 31, 1964.

Original: to State Highway Engineer
1 signed copy to City Council
1 signed copy to Tax Assessor

NAME	ADDRESS
Roy Nichols	444 Riverside
Mae Nichols	444 Riverside
Mr + Mrs Jerry Ostrander	430 Riverside
Fred Apelle	406 Riverside
Alfred M Carlson	402 Riverside
Marguerite Irene Carlson	" "
Wilford A. Dunster	346 Riverside
Lupe Dunster	346 Riverside
Pauline E. Fernell	324 Riverside
Howard H. Fernell	324 RIVERSIDE
Floyd A Walls	318 Riverside
Ruth E. Walls	318 Riverside
Jesse L. Blackburn	416 Riverside
Beatrice F. Blackburn	416 Riverside
Albert H. Crofate	204 So Riverside
Leona Gaston	234 Riverside Dr.
T A Grubb	238 " "
Mr + Mrs. Harvel Down	532 Riverside Dr.

I-5-4(60) Coburg Interch. Sec. of the 1967
200 Pac. Hwy., N. of Eugene.
#7102 (Illum. Install.)

C

RECEIVED
FEB 6 - 1969

FOR FILING

I-5-4(60)-300

7102

February 6, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $5,850 will be made to Ace Electric Company on Contract No. 7102 for illumination installation on Coburg Interchange of the Pacific Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $40,298.64 including the post-final payment. Of the total $348.64 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

C. T. Keasey
C. H. Maison
Attn: John Herr

c

RECEIVED
FEB 26 1969
FOR FILING

I-5-4(66)200
7102

#2

January 29, 1969

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on January 28 considered your request for an extension of time on Contract No. 7102 on the Coburg Interchange of the Pacific Highway in Lane County.

After careful consideration, the Commission granted you a 117-calendar day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C. T. Keasey
Robert Cunningham
Ivan Merchant
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 24, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(60)200
Coburg Interchange Illumination
Time Extension

By December 6 letter Mr. Edwards advised that contract time on the Coburg Interchange Illumination project overran by 117 calendar days and requested that we concur in extending contract time by that amount.

The stated main basis for the overrun and necessary extension was a destructive fire at the pole fabricator's plant early this year which seriously delayed delivery. We understand the possibility of earlier delivery by another supplier was investigated without success.

Article 8-8 of the General Special Provisions for this project lists "fire" as one of the causes beyond the contractor's control which may be a basis for adjustment of calendar day count. Therefore, we concur in your proposal to allow the additional 117 calendar days without assessment of liquidated damages.

Edwards

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN - 7 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

cc Mason Young
sent 12-31-68
(bn)

RECEIVED
DEC 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
1-6-69

ACE ELECTRIC COMPANY ELECTRICAL CONTRACTORS
5104 N. E. OREGON STREET · P. O. BOX 13278 · PORTLAND, OREGON 97213 · 284-2121

October 9, 1968

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 9 - 1968 PM
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RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Oregon State Highway Commission
Salem
Oregon 97310

Ref: Coburg Interchange Illumination Installation
Pacific Highway, Lane County
Contract No. 7102

Gentlemen:

We hereby wish to substantiate our claim for the workday extension on the subject project by the submission of correspondence, starting date of January 29, 1968, and culminating in the letters from A. H. Barbour and Son, Inc. dated September 11th, and from Hrubetz and Bushnell dated September 18th.

Perusal of the enclosed documents will substantiate the fact that a fire took place in the plant of our supplier, Hrubetz and Bushnell, on the evening of January 27, 1968. The destroying of the facilities of our supplier prevented them from delivering the equipment to the jobsite on the previously arranged schedule. The enclosed correspondence attests to the efforts this company made to expedite shipment and determine a reasonable delivery date for transmittal to your office. We are sure that you will agree, after reading the enclosed documents, that every effort was taken, and that the unfortunate fire was an Act of God beyond the control of this company or our supplier.

We hereby respectfully request that the requested time extension be granted.

Very truly yours,

ACE ELECTRIC COMPANY

Riley R. Taylor

RRT:ka

Distr: CDC
CU

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN - 7 1969 PM
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JAN 9 1969

I-5-4(60)260
1162

January 9, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 28, 1969 meeting

Gentlemen:

Ace Electric Company, contractor for the construction of the Coburg Interchange Illumination on the Pacific Highway in Lane County, Contract 7102, has requested that it be granted an additional 117 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites a fire in the pole manufacturer's plant which delayed completion and delivery of the poles as his reason for failure to complete the work on time.

The contract allotted 180 calendar days to complete the work, which forecast a completion date of May 11, 1968. The work was completed September 5, 1968, with a total of 297 calendar days charged. This is an overrun of 117 calendar days.

The poles were ordered November 21, 1967, eight days after the award of the contract with a scheduled delivery date of March 15, 1968, which allowed 115 days for manufacture and delivery and, further, would have allowed the contractor 57 days to erect the poles and complete the work. The fire occurred on January 27, 1968, completely destroying the fabricator's plant, the material for the poles and partially fabricated work. Procuring new materials, new machinery and a place to work delayed delivery of the completed poles until July 24, 1968, 179 days after the fire and when 254 calendar days were charged. The work was completed September 5, 1968, 43 days after delivery of the poles.

After being notified of the fire and the resulting delay to the work, the contractor investigated the possibility of placing the order for the poles with another supplier, only to find that no gain in time could be accomplished by placing the order with another supplier.

The overall delay as a result of the fire is considered to be an extenuating circumstance beyond the control of the contractor and I recommend that the contractor be granted a 117-calendar day extension without assessment of liquidated damages. This waives all liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

CAG:jf lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
Ivan Merchant
C. T. Keasey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 9 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7102 Contractor Ace Electric Company

Highway Pacific

Section Coburg Interchange

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 117 calendar day extension without assessment of liquidated damages because of delay occasioned by fire in pole manufacturing plant.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Ass't
Division Engineer

Ivan D. Merchant
~~Construction Engineer~~ or
Bridge Engineer

Ass't ~~State~~ Highway Engineer

Contract No.	7102
Project designation	I-5-4(60)200 State-Federal
Date awarded	Oct. 31, 1967
Work started	Nov. 27, 1967
Per cent completed	100% Sept. 5, 1968 Date
No. of ~~Workdays~~ calendar days Allowed	180
No. of ~~Workdays~~ calendar days Used	297
No. of Added ~~Workdays~~ calendar days Requested	117

SP*6296-734

E-320 (Rev.)—5M—9-64

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 9, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 180 days to 297 days, within which to complete our Contract No. 7102, without the assessment of liquidated damages. The said contract is described as follows: Illumination Installation on Coburg Interchange Section of Pacific Highway, Lane County, Oregon.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor, President

CONSENT OF SURETY

Date October 9, 1968

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and h[illegible] to remain fully bound as surety in all respects as if the number of workdays rema[illegible] in the original agreement.

Attorney-in-fact

Resident Agent

(SEA

JAN 2 - 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(60)200

TO 7102 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 24, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(60)200
Coburg Interchange Illumination
Time Extension

By December 6 letter Mr. Edwards advised that contract time on the Coburg Interchange Illumination project overran by 117 calendar days and requested that we concur in extending contract time by that amount.

The stated main basis for the overrun and necessary extension was a destructive fire at the pole fabricator's plant early this year which seriously delayed delivery. We understand the possibility of earlier delivery by another supplier was investigated without success.

Article 8-8 of the General Special Provisions for this project lists "fire" as one of the causes beyond the contractor's control which may be a basis for adjustment of calendar day count. Therefore, we concur in your proposal to allow the additional 117 calendar days without assessment of liquidated damages.

Edwards

cc Mason Young
sent 12-31-68
(bn)

Copy
Ivan
1-2-69

RECEIVED
DEC 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 9 - 1968
FOR FILING

I-5-4(60)200
7102

December 6, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Coburg Interchange
Illumination
FAP No. I-5-4(60)200
Contract No. 7102

Dear Sir:

The contract allotted 180 calendar days to complete the work. Two hundred and ninety seven calendar days were charged through to completion of the work. This is an overrun of 117 calendar days.

Two conditions considered to be beyond the contractor's control affected the progress of the work. These were: (1) a stop work order issued because ground water conditions would not permit the construction of satisfactory pole bases, and (2) an extensive fire in the pole manufacturer's plant.

As conditions developed, the stop work order (issued February 12, 1968 and rescinded April 26, 1968 -- 74 calendar days), did not materially affect the overall completion of the work. The fire in the pole manufacturer's plant did affect the completion of the work.

The poles were ordered November 21, 1967, eight days after the award of the contract with a scheduled delivery date of March 15, 1968, which allowed 115 days for manufacture and delivery and, further, would have allowed the contractor 57 days to erect the poles and complete the work. The fire occurred on January 27, 1968, completely destroying the fabricator's plant, the material for the poles and partially fabricated work. Procuring new materials, new machinery and a place to work delayed delivery of the completed poles until July 24, 1968, 179 days after the fire and when 254 calendar days were charged. The work was completed September 5, 1968, 43 days after delivery of the poles.

After being notified of the fire and the resulting delay to the work, the contractor investigated the possibility of placing the order for the poles with another supplier, only to find that no gain in time could be accomplished by placing the order with another supplier.

The overall delay as a result of the fire is considered to be an extenuating circumstance beyond the control of the contractor and with your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 117 calendar day extension without assessment of liquidated damages.

We have one other illumination project with considerable overrun in time for the same reason -- i.e., fire in the Hrubetz and Bushnell plant. This is the Brewery Grade Interchange Illumination, FAP No. I-80N-3(52)84. Details concerning this delay will be forwarded you in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
NOV 8 - 1968

I-5-4(60)208

7102

November 8, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7102 awarded to Ace Electric Company for illumination installation on the Coburg Interchange Section of the Pacific Highway in Lane County was completed on September 5, 1968, and accepted by the Highway Commission on November 7, 1968.

Final payment in the amount of $2,244.64 will be released to the contractor after November 18, 1968. The total contract amount is $34,448.64 including $348.64 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

C. T Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

C

RECEIVED
NOV 7 - 1968

FOR FILING
I-5-4(60)250
7102

November 7, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 3, 1968, on Contract No. 7102. The contract was with Ace Electric Company and was for illumination installation on the Coburg Interchange Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
J. F. Putnam

I-5-4(60)-200

7102

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coburg Interchange

WEEK ENDING: 10-18-68

SECTION PREFIX: 620-1036

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Coburg Interchange

KIND OF WORK: Illumination Installation

CONTRACTOR: Ace Electric Company

CONTRACT NUMBER: 7102

FEDERAL AID PROJECT NUMBER: I-5-4(60)200

DATE OF CONTRACT: 10-31-67

DATE WORK STARTED: 11-27-67

ESTIMATED COMPLETION DATE: ——

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: ——

SPECIFIED CALENDAR DAYS: 180

WORK DAYS USED: ——

CALENDAR DAYS USED: 297

SPECIFIED COMPLETION DATE: ——

PERCENT OF TIME ELAPSED: 165%

PROJECT AUTHORIZATION: $46,315.25

EXCLUSIVE OF ENGINEERING: $42,270.25

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $41,350.37

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.99%

ENGINEERING AUTHORIZATION: $4,045.00

ENGINEERING COST TO DATE: $4,870.00

PERCENT OF AUTHORIZATION 120%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

DATE PROJECT WAS COMPLETED: 9-5-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
——	——	——	——	——	——		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	Not Applicable				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy w/showers			
MONDAY	Cloudy w/showers			
TUESDAY	Rain			
WEDNESDAY	Partly Cloudy			
THURSDAY	Partly Cloudy			
FRIDAY	Cloudy w/showers			BEN GIFFORD
SATURDAY	Cloudy w/showers			

NOTED
R. B. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 10-14	No Activity All This Week.
TUESDAY 10-15	
WEDNESDAY 10-16	
THURSDAY 10-17	
FRIDAY 10-18	
SATURDAY	

REMARKS

Status: Project complete.

Anticipated date of semi-final submission: 10-25-68

SIGNED

LOCATION 2191 E. 15th
Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 30 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON
Thaddeus Bruno, Member
Portland

I-5-4(60)260
7102

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7102
Prefix 620-1036
FAP I-5-4(60)260

Dear Sir:

All work under Contract No. 7102, Coburg Interchange Section of the Pacific Highway in Lane County, was completed on September 5, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date **9-24-68**

Conditions noted on above date:

None

GWBrooks
for R. E. Simpson
Division Engineer

F. B. KLABUE

VG:vr
to: Forrest Cooper
L. H. Young

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1968

FOR FILING

I-5 4(60) = 00

7162

August 21, 1968

Mr. Howard L. Eddy, Executive Secretary
Oregon Traffic Safety Commission
Department of Motor Vehicles
1905 Lana Avenue, N.E.
Salem, Oregon 97310

Dear Mr. Eddy:

As a follow-up to your Interoffice Memo of July 3 and various telephone calls from this office to yours, the lights on the Coburg Interchange on Interstate 5 were activated on August 13 with Mrs. Jack Boyer throwing the switch. Present at the event in addition to Mrs. Boyer were Mr. Boyer, representatives of the Highway Department, and the news media.

An account of the affair appears in the Register-Guard, a copy of which is enclosed. The event was simple.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

JE:lms
Enclosure

bc: Forrest Cooper
Tom Edwards
Victor D. Wolfe

Couple Dedicates Lights

A Coburg couple who have campaigned for highway safety after a son and a nephew were killed in traffic accidents in Lane County last year dedicated new highway lights at the Coburg-Interstate 5 interchange Tuesday night.

Mr. and Mrs. Jack Boyer turned on the interchange lights Tuesday night near the spot their 16-year-old son Terry was struck and killed by an auto in March, 1967.

A nephew, Melvin Shepherd, 12, of Cottage Grove, died Sept. 16 after a car struck his bike near his home.

Mrs. Boyer threw a switch turning on the 45 lights extending along Interstate 5 some 1,500 feet north and south of the interchange. The lights will be automatically activated by an electric eye at dusk each day.

STATE OF OREGON **INTEROFFICE MEMO**

7467

TO: Forrest Cooper
State Highway Engineer

DATE: July 3, 1968

FROM: Howard L. Eddy, Executive Secretary
Oregon Traffic Safety Commission

SUBJECT: Jack Boyer -- Coburg Interchange Lighting

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Bos wants to go along with this
Can you see that it is done
[illegible]

Porter - See me

Concerning our conversation of July 2, the following basic information concerning Mr. Jack Boyer and his highway safety efforts is herewith transmitted.

While I am sure the accompanying release is generally self-explanatory, I might add that I believe this man is indeed sincere. He has appeared before the Highway Interim Committee at its Eugene meeting and works closely with the Eugene Mayor's Traffic Safety Commission whenever possible.

His basic request at this time is that possibly as a partial recognition of his efforts in behalf of highway safety and in recognition of the death of his son at one of our interchanges; when and if the new lighting on the Coburg Interchange is ready to be turned on, his wife, Darleen, might be given the honor of throwing the switch.

I personally feel this would be a justifiable action and that it could prove to be a good public relations activity for the Highway Department.

Enclosure

D. WOLFE

RECEIVED
JUL 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1968
OFFICE OF
PUBLIC INFORMATION

NOTED
JOHN J. EARLEY

RECEIVED
JAN 19 1968
FOR FILING

I-5-4(60)200

Form FB-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 16, 1968

In reply refer to: 08-35-EC/437.2

TO: 7102 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Standard Specifications

The revised Standard Specifications for Article 601-2.3, Conduit, providing for the use of alternate galvanizing methods, as submitted by Mr. Edwards' January 16, 1968 letter is conditionally approved on a project-by-project basis for current and future projects.

The projects currently underway that would be applicable include:

7102 — I-5-4(60)200, Coburg Interchange Illumination
7103 - I-80N-3(52)84, Brewery Grade Interchange Illumination
7105 - I-205-7(10)298, Willamette River (West Linn) Bridge

Our conditional approval is subject to an affirmative review by our Washington office and any comments they may make on these revised Standard Specifications.

Copies [illegible]
[illegible]
[illegible]
1-19-68

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 11-55	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4 #710	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-16-67	COUNTY Lane
		PROJECT NO. I-5-4(60)200

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coburg Interchange section of the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-4-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 44,495	FEDERAL FUNDS $ 41,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JMKlabor

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer November 16, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(60)200 Safety

COBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, November 3, 1967

Type Code Y030
Illumination (Sta. 246+17.35)(Contract No. 7102)

Roadway Illumination Installation, Complete	All Required	$39,950.00
		$39,950.00
Flagging (60% of Contractor's Cost)	All Required	$ 500.00
	Subtotal	$40,450.00
	10% Engr. & Cont.	4,045.00
	Total	$44,495.00

Length of Project - - - 0.00 Mile

Federal Funds -	$41,000.00
State Funds -	3,495.00
Total	$44,495.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1940; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department	Federal-Aid Project No. I-5-4(60)200 Safety

COBURG INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, October 11, 1967

Type Code Y030
Illumination (Sta. 246+17.35)

Roadway Illumination Installation, Complete	All Required	$52,900.00
		$52,900.00
Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
	Subtotal	$53,400.00
	10% Engr. & Cont.	5,340.00
	Total	$58,740.00

Length of Project - - - - - - - - - - 0.00 Mile

Federal Funds -	$54,100.00
State Funds -	4,640.00
Total	$58,740.00

Form E-208—5M

I-5-4(60)200
7102

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOV 9

[illegible] project agreement [illegible] funds are G-1R
Date 1967 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Coburg Interchange	Date	11-8, 1967
Highway	Pacific	Contract No.	7102
County	Lane	Prefix	620-1036
Contractor	Ace Electric Company	F. A. Project No.	I-5-4(60)200
Address	5104 N. E. Oregon St., Portland, Oregon	Order No.	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 1-1/2" galvanized rigid steel electrical conduit by jacking under roadway. The workmanship and materials shall be as specified in Section 601 of the Standard Specifications for Highway Construction (1964).

NOTED
F. B. KLABOE

Location by station numbers:

N. E. Line Approx. Sta. 246+50
N. W. Line Approx. Sta. 245+20
Co. Rd. Approx. Sta. 34+30 and 40+40
Main Line Approx. Sta. 245+85

Estimate of quantities and cost:

Materials:	216 ft. of 1-1/2" rigid elect. conduit @ 0.70/ft.	$151.20
Equipment:	Jacking Machine, 24 hrs. at $3.10/hr.	74.40
	Backhoe, 24 hrs. at $5.65/hr.	135.60
Labor:	48 hrs. @ $5.50/hr.	264.00
	Operator, 24 hrs. @ $5.84/hr.	140.16
	Subtotal	$765.36
	Labor 20% + 15% allowance Total	$900.37

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary because we are not able to locate conduit in the above-mentioned areas.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 46,315.25
Present estimate of project cost, including $ 900.37 for work under this order	$ 46,315.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. O. Cunningham
Bridge Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer~~
Young 11-29-67 Assistant State Highway Engineer or

SP*23577-734

RECEIVED
NOV 9 - 1967

I-5-4(60)200
7102

Klaboe

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(60)200
Coburg Interchange Section
Safety - Illumination

As requested in Mr. Young's letter of November 2, 1967 advising that all rights of way or rights of entry (and access rights) have been acquired for the above project, we hereby concur as of October 30, 1967 in the award of contract no. 7102 to Ace Electric Company of Portland, Oregon, low bidder in the amount of $39,500 at the October 26, 1967 bid opening.

As requested in Mr. Young's letter of November 3, 1967, you are authorized to proceed with the contractor's flagging included in your estimate for $500.

NOTED
F. B. KLABOE

RECEIVED
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

11-9-67
REFERRED TO
Young
By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
NOV 2 - 1967
FOR FILE

I-5-4(00)200

7102

November 1, 1967

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

Enclosed are three copies of Contract No. 7102 for $39,950 awarded to you by the State Highway Commission on October 31, 1967. This contract is for illumination installation on the Coburg Interchange Section of the Pacific Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

WLN
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Ellis Jones

RECEIVED
OCT 10 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 4, 1967

In reply refer to: 08-35-EC

I-5-4(60)200

7102

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(60)200
Coburg Interchange Section
Pacific Highway - Lane County
Safety - Illumination

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. John R. Oakes' and Mr. T. W. Litchfield's September 22, 1967 and September 26, 1967 reports.

Our September 29, 1967 memorandum on this project recommended the use of frangible or breakaway bases on the light standards in exposed positions. We understand a revision is being prepared as discussed with Mr. George of your office.

We understand that you will furnish and maintain the power for this installation.

Mr. Young's October 4, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence is not involved, and that specifying one material or product is limited to those items previously accepted.

NOTED
F. B. KLABOE

Enclosure
Title sheet

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

10-10-67
REFERRED TO
Young w/enc.
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 6 - 1967

FOR FILING
I-5-4(60)200
7102

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

Make cc Edwards 10-5-67

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 4, 1967

In reply refer to: 08-35.EC

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's September 18, 1967 letter submitted one item for inclusion in the subject program. This Stage 2 Construction Phase Project is approved effective today:

Item	Project	Location	Work
514	I-5-4(60)200	Coburg Interchange	Illumination

Our September 29, 1967 memorandum approved addition of this work to the Safety Inventory (line 16, page 11) and also recommended the use of frangible bases.

This action provides for Illumination as a Safety Item at a total estimated cost of $50,000 of which $46,000 is reserved as Federal-aid Interstate funds.

Copy - Bud Young
10-6-67

NOTED
TOM EDWARDS

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

I-5-4([illegible]) 2

7102

P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 29, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

NOTED
F.B. KLABOE

Dear Sir:

We are replying to your letters of September 20, and September 25, 1967, which enclosed the plans for the following projects:

1. Nelson Point Shoofly Section, Old Oregon Trail Highway, Baker County.
2. Harvey Way-Madrona Street (Lake Oswego) Section, FAS 681, Clackamas County.
3. Coburg Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any adverse effects upon wildlife resources, so they are approved.

We appreciate the opportunity to offer comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

Routing
Decker
Bond
Barben
Walker
Glenn
Swan
Peck
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 3 1967
CONSTRUCTION
DIVISION

ROK/ln
cc: Director, OFC

10-6-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (2)
A. F. Parson (2)
fw

RECEIVED
OCT 4 - 1967
FO[illegible]

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(60)200

7102

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 29, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(60)200
Coburg Interchange Section
Illumination installation

On the basis of the information submitted with Mr. Edwards' September 12, 1967 letter we approve the subject project as an Interstate project. We also agree that the illumination of this interchange qualifies under current safety standards.

However, on the basis of the plans received September 27, 1967 it appears that a standard straight-anchor base is proposed for use on the project. The indications from present research are that poles with an anchor base do not provide the attenuation or degree of safety that is possible with a frangible or break-away type base. For this reason we strongly recommend that the State adopt for use on this project, as well as future projects, a policy requiring all light standards in exposed locations - whether steel or aluminum - to have either a frangible or a break-away type base to minimize the severity of impact.

Attached for your information are copies of drawings and specifications being used by the Texas Highway Department. It should be noted that either a cast aluminum transformer base or a cast aluminum shear base is used with both steel and aluminum poles.

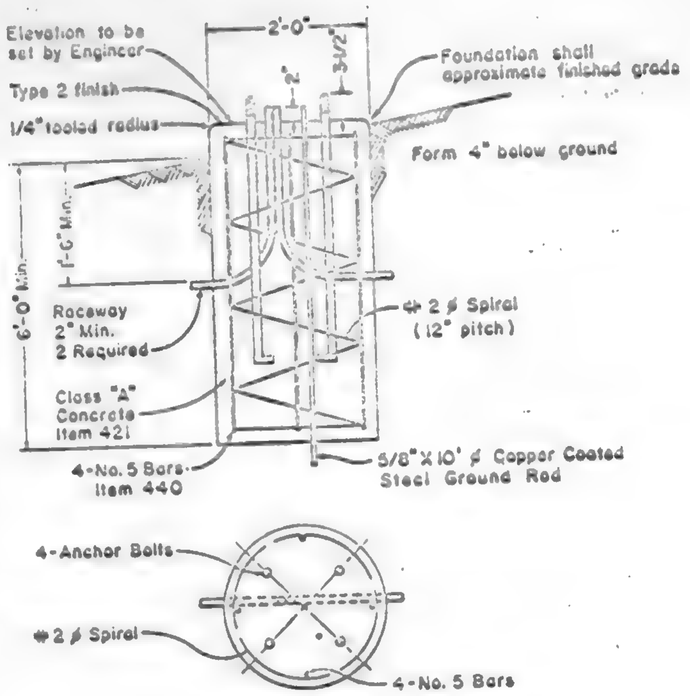
Enclosures
Dwg & Spec pgs B2,B3,B6 thru B8

Copy - Bud [illegible]
Young
10-4-67

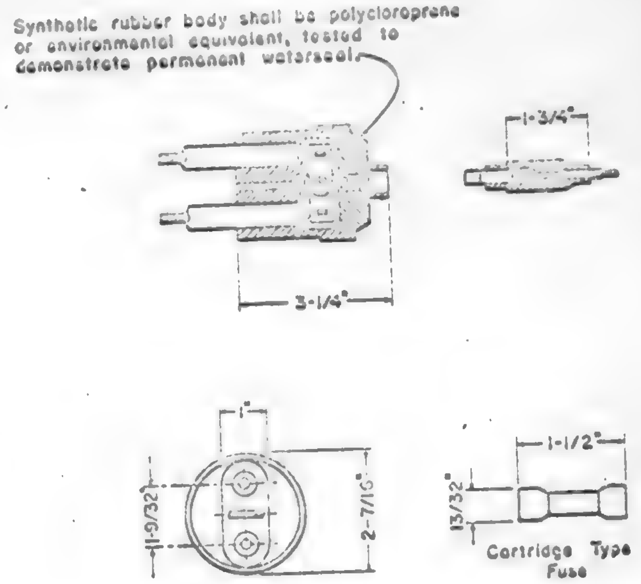
RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

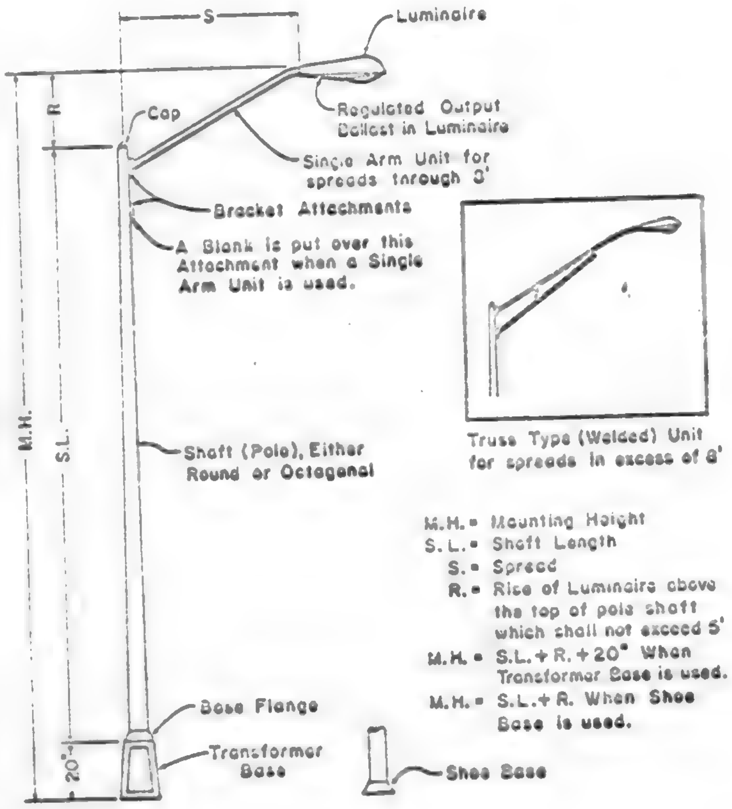

Elevation to be set by Engineer
Type 2 finish
1/4" tooled radius
2'-0"
2"
3-1/2"
Foundation shall approximate finished grade
Form 4" below ground
6'-0" Min.
1'-6" Min.
Raceway 2" Min. 2 Required
# 2 ∅ Spiral (12" pitch)
Class "A" Concrete Item 421
4-No. 5 Bars Item 440
5/8" X 10' ∅ Copper Coated Steel Ground Rod
4-Anchor Bolts
# 2 ∅ Spiral
4-No. 5 Bars

FOUNDATION DETAIL (TYPE A)


Synthetic rubber body shall be polycloroprene or environmental equivalent, tested to demonstrate permanent waterseal.
1-3/4"
3-1/4"
1"
1-9/32"
2-7/16"
13/32"
1-1/2"
Cartridge Type Fuse

NOTE: Fused connector assembly to be used in hot legs on line side of the ballast.

FUSED CONNECTOR ASSEMBLY


S
Luminaire
R
Cap
Regulated Output Ballast in Luminaire
Single Arm Unit for spreads through 8'
Bracket Attachments
A Blank is put over this Attachment when a Single Arm Unit is used.
M.H.
S.L.
Shaft (Pole), Either Round or Octagonal
Base Flange
20"
Transformer Base
Shoe Base

Truss Type (Welded) Unit for spreads in excess of 8'

M.H. = Mounting Height
S.L. = Shaft Length
S. = Spread
R. = Rise of Luminaire above the top of pole shaft which shall not exceed 5'
M.H. = S.L. + R. + 20" When Transformer Base is used.
M.H. = S.L. + R. When Shoe Base is used.

EXPLANATION OF ROADWAY ILLUMINATION ASSEMBLY DESIGNATIONS

Type ST 40 T - 15 - 12 - 1KW

First two letters denote material from which pole is fabricated (AL-Aluminum, ST-Steel).

Two numerical digits denote mounting height in feet.

Next letter denotes type of base mounting (S-Shoe Base, T-Transformer Base).

First dashed number denotes length of arm in feet. The letter "B" following the dashed number would indicate use of internal ballast in the luminaire. No letter indicates ballast located externally.

Use of second mast arm is indicated by second dashed number which denotes length in feet and when followed by the letter "B" would indicate internal ballast in luminaire. No letter indicates ballast located externally.

Size of luminaire is indicated by last figure. (1 KW = 1000 Watts, .4 KW = 400 Watts, etc.)

SPECIFICATION DATA

Sheet A

DN	DRAWN NO	DATE	FED RD DIV NO	STATE	FEDERAL PROJECT NO	SHEET NO
CK DN	ORIGINAL	JULY 1963	6	TEXAS		
TR	REVISED					

STATE DIST NO	COUNTY	CONT	SECT	JOB	HIGHWAY NO

CK DN
TR
CK TR

RID 65-1

B3

GENERAL NOTES AND SPECIFICATION DATA:

1. POLES

A. POLES HAVING A SHAFT LENGTH IN EXCESS OF 40 FEET MAY BE FABRICATED IN TWO SECTIONS PROVIDED THEY CAN BE FIELD ASSEMBLED WITHOUT WELDING. THE TWO SECTIONS SHALL TELESCOPE TOGETHER WITH A LAP LENGTH OF NOT LESS THAN 1-1/2 TIMES THE POLE DIAMETER AT THE LAP JOINT.

B. ALUMINUM POLES

SHAFT - ASTM B-221 ALLOY 6063-T6
BASE FLANGE - ASTM B-26 OR B-108 ALLOY SG 70A-T6
BOLT COVER - ASTM B-26 OR B-108 ALLOY SS A-F. ACORN TYPE NUTS MAY BE USED IN LIEU OF BOLT COVERS.
BRACKET ATTACHMENTS - ASTM B-26 OR B-108 ALLOY SG 70A-T6. AN ALUMINUM COVER PLATE SHALL BE USED TO COVER THE LOWER BRACKET ATTACHMENT WHEN A SINGLE PIPE ARM IS USED.

BRACKET ARMS - 2" PIPE ASTM B-221 ALLOY 6063-T6
CAP - ASTM B-26 OR B-108 ALLOY SSA-F SECURED BY 3 MACHINE SCREWS
POLE HARDWARE - ALL NUTS, BOLTS AND WASHERS USED IN FABRICATION OF THE POLE AND BRACKET ASSEMBLY SHALL BE MADE FROM 18-8 STAINLESS STEEL OR ALUMINUM ASTM B-211 ALLOY 2024-T4
HAND HOLE - ALL POLES FOR SHOE BASE MOUNTING SHALL HAVE A HAND HOLE WITH REINFORCING FRAME AND COVER. THE OPENING SHALL BE APPROXIMATELY 4" x 6-1/2" LOCATED APPROXIMATELY 10" FROM THE BOTTOM OF THE POLE, AND PLACED 90° TO BRACKET ARM.

C. STEEL POLES

SHAFT - ASTM A-245 GRADE C GALVANIZED ASTM A-123
BASE FLANGE - ASTM A-181 OR A-27 GRADE 65-35 OR ASTM A-36 GALVANIZED ASTM A-123 OR A-153.
BOLT COVER - ASTM A-27 OR A-48 GALVANIZED ASTM A-153. ACORN TYPE NUTS MAY BE USED IN LIEU OF BOLT COVERS.
BRACKET ATTACHMENTS - ASTM A-27 GRADE 65-35 OR APPROVED EQUAL. A STEEL COVER PLATE SHALL BE USED TO COVER THE LOWER ATTACHMENT WHEN A SINGLE PIPE ARM IS USED. GALVANIZED A-123

BRACKET ARMS - 2" PIPE ASTM A-53 GRADE A OR B GALVANIZED ASTM A-123
CAP - ASTM A-27 OR A-48 GALVANIZED ASTM A-153 SECURED BY THREE MACHINE SCREWS.
POLE HARDWARE - ALL NUTS, BOLTS AND WASHERS USED IN FABRICATION OF POLE AND BRACKET ASSEMBLY SHALL BE MADE FROM 18-8 STAINLESS STEEL OR STANDARD MACHINE BOLTS, NUTS AND WASHERS. GALVANIZED ASTM A-153.
HAND HOLE - ALL POLES FOR SHOE BASE MOUNTING SHALL HAVE A HAND HOLE WITH REINFORCING FRAME AND COVER. THE OPENING SHALL BE APPROXIMATELY 4" x 6-1/2" LOCATED APPROXIMATELY 10" FROM THE BOTTOM OF THE POLE AND PLACED 90° TO BRACKET ARM.
NOTE: ALL GALVANIZING TO BE TESTED IN ACCORDANCE WITH ASTM A-90. THE FINISHED POLE SHALL HAVE A SMOOTH UNIFORM FINISH FREE FROM PITS, SCRATCHES, BLISTERS OR OTHER DEFECTS.

2. ANCHOR BOLTS (ITEM 442)

THE ANCHOR BOLTS FOR POLES 35' AND LESS SHALL BE 1" x 40" WITH THE TOP 4" THREADED AND THE THREADED END GALVANIZED NOT LESS THAN 8" AND FURNISHED WITH GALVANIZED HEXAGON NUTS AND WASHERS. THE LAST FOUR INCHES OF THE UNTHREADED END SHALL BE BENT APPROXIMATELY 90°.

THE ANCHOR BOLTS FOR POLES IN EXCESS OF 35' SHALL BE 1-1/4" x 48" WITH THE TOP 4" THREADED, AND THE THREADED END GALVANIZED NOT LESS THAN 8" AND FURNISHED WITH GALVANIZED HEXAGON NUTS AND WASHERS. THE LAST 6" OF THE UNTHREADED END SHALL BE BENT APPROXIMATELY 90°.

THE BOLT CIRCLE FOR POLES 35' AND LESS SHALL BE 15" DIAMETER IF A TRANSFORMER BASE IS USED AND 15" IF A SHOE BASE MOUNTING IS USED. THE BOLT CIRCLE FOR POLES IN EXCESS OF 35' SHALL BE 17-1/4" DIAMETER IF A TRANSFORMER BASE IS USED AND 15" IF A SHOE BASE MOUNTING IS USED.

3. TRANSFORMER BASE

TRANSFORMER BASE SHALL BE CAST FROM ASTM B-26 OR B-108 ALLOY SG 70A-T6 AND SHALL BE FURNISHED WITH FOUR GALVANIZED ANCHOR WASHERS 1/2" THICK (MINIMUM) AND SHAPED TO CONFORM WITH THE TRANSFORMER BASE FLANGE. TRANSFORMER BASE SHALL HAVE A BOLT CIRCLE AT THE BOTTOM TO MATCH BOLT CIRCLE OF FOUNDATION AND THE BOLT CIRCLE AT THE TOP SHALL MATCH BOLT CIRCLE OF POLE. THE TRANSFORMER BASE SHALL BE APPROXIMATELY 20" HIGH. THE BASE SHALL HAVE A DOOR APPROXIMATELY 13" x 8" x 9-1/4".

FOUR MACHINE BOLTS WITH FOUR NUTS, EIGHT FLAT WASHERS AND FOUR LOCKWASHERS, GALVANIZED ASTM A- 3 SHALL BE PROVIDED WITH EACH TRANSFORMER BASE. (1" BOLTS FOR POLES 35' AND LESS, 1-1/4" BOLTS FOR POLES IN EXCESS OF 35'.)

4. A. CONTINUOUS COLOR CODED NO. 12 A.W.G. COPPER 3/64" T.W. 600 VOLT INSULATED WIRE SHALL BE CONNECTED TO THE LUMINAIRE AND EXTENDED TO BASE OF POLE.
B. SPLICES AT BASE OF POLE SHALL BE MADE WITH SELF INSULATED COMPRESSION TYPE CONNECTORS HAVING U.L. APPROVAL.
C. A FUSED CONNECTOR ASSEMBLY OR FUSE HOLDERS AS SPECIFIED SHALL BE CONNECTED IN EACH HOT WIRE ON THE LINE SIDE OF THE BALLAST.
D. SUFFICIENT SLACK SHALL BE PROVIDED IN EACH CONDUCTOR WHERE SPLICES ARE MADE TO ALLOW FOR CONNECTIONS TO BE MADE OUTSIDE OF THE ENCLOSURE.

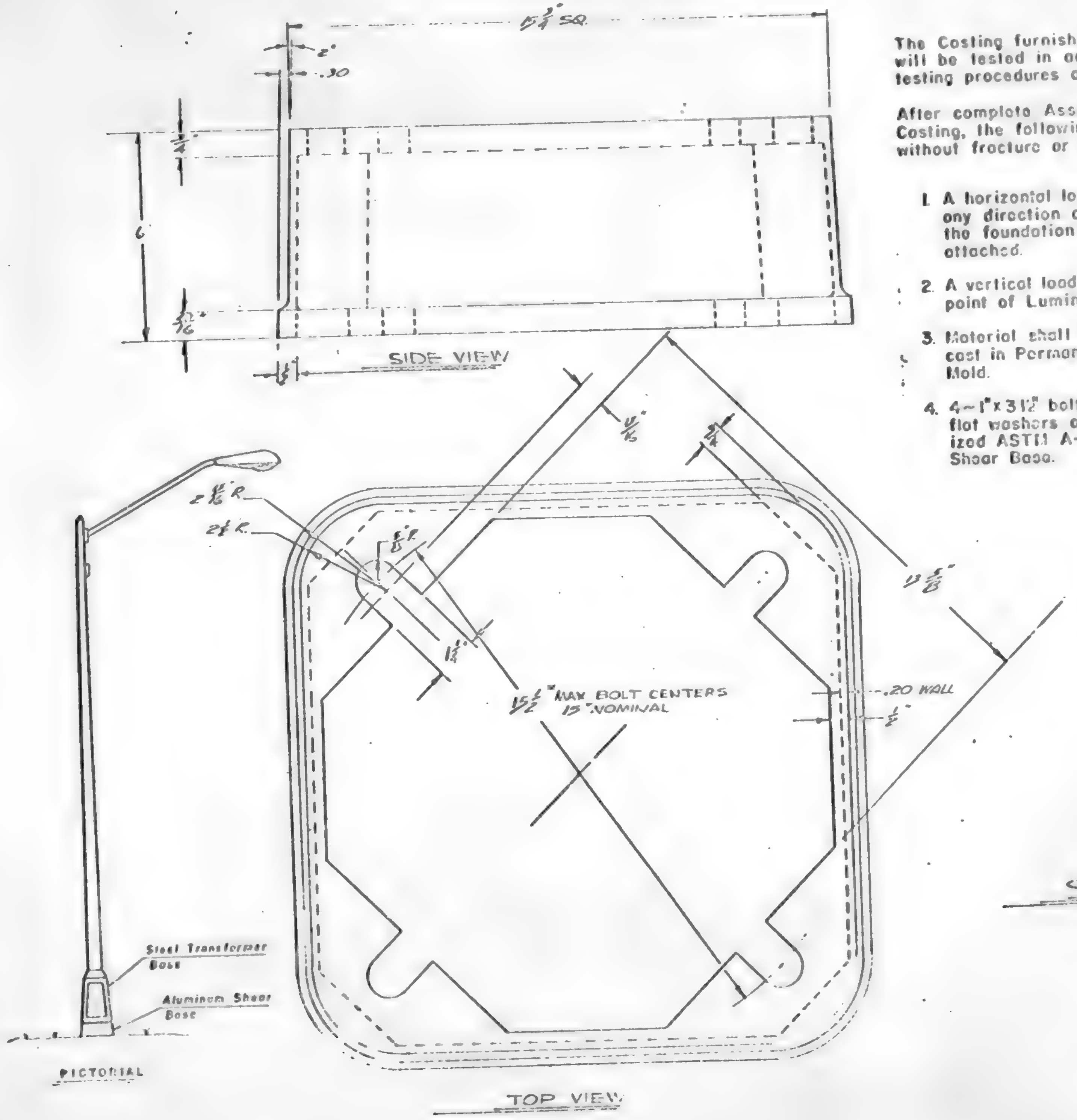
5. A BONDING MEANS SHALL BE PROVIDED IN THE BASE OF EACH POLE WHERE A TRANSFORMER BASE IS USED OR AT THE HAND HOLE IN CASE OF A SHOE BASE MOUNTING. A NO. 6 A.W.G. ANNEALED BARE COPPER WIRE SHALL BE CONNECTED BETWEEN THE BONDING MEANS OF EACH POLE AND THE GROUND ROD.

6. PRECAST CONCRETE PULL BOX SHALL HAVE INSIDE DIMENSIONS OF APPROXIMATELY 12" x 22" AND AT LEAST 12" DEEP. THE COVER MAY BE OF REINFORCED CONCRETE OR CAST IRON. THE BOX AND COVER SHALL DEVELOP SUFFICIENT STRENGTH TO SUPPORT VEHICLES NORMALLY USING THE ADJACENT ROADWAY. A MINIMUM GRAVEL FILL OF 6" SHALL BE PROVIDED UNDER EACH PULL BOX.

Sheet 5

RID 65-1

DN	DRAWING	DATE	FED RD DIV NO	STATE	FEDERAL PROJECT NO			SHEET NO
CK DN	ORIGINAL	JULY 1963	6	TEXAS				
DW	REVISED	NOV 1963	STATE DIST NO	COUNTY	CONT	SECT	JOB	HIGHWAY NO
CK DW								
TR								
CK TR								



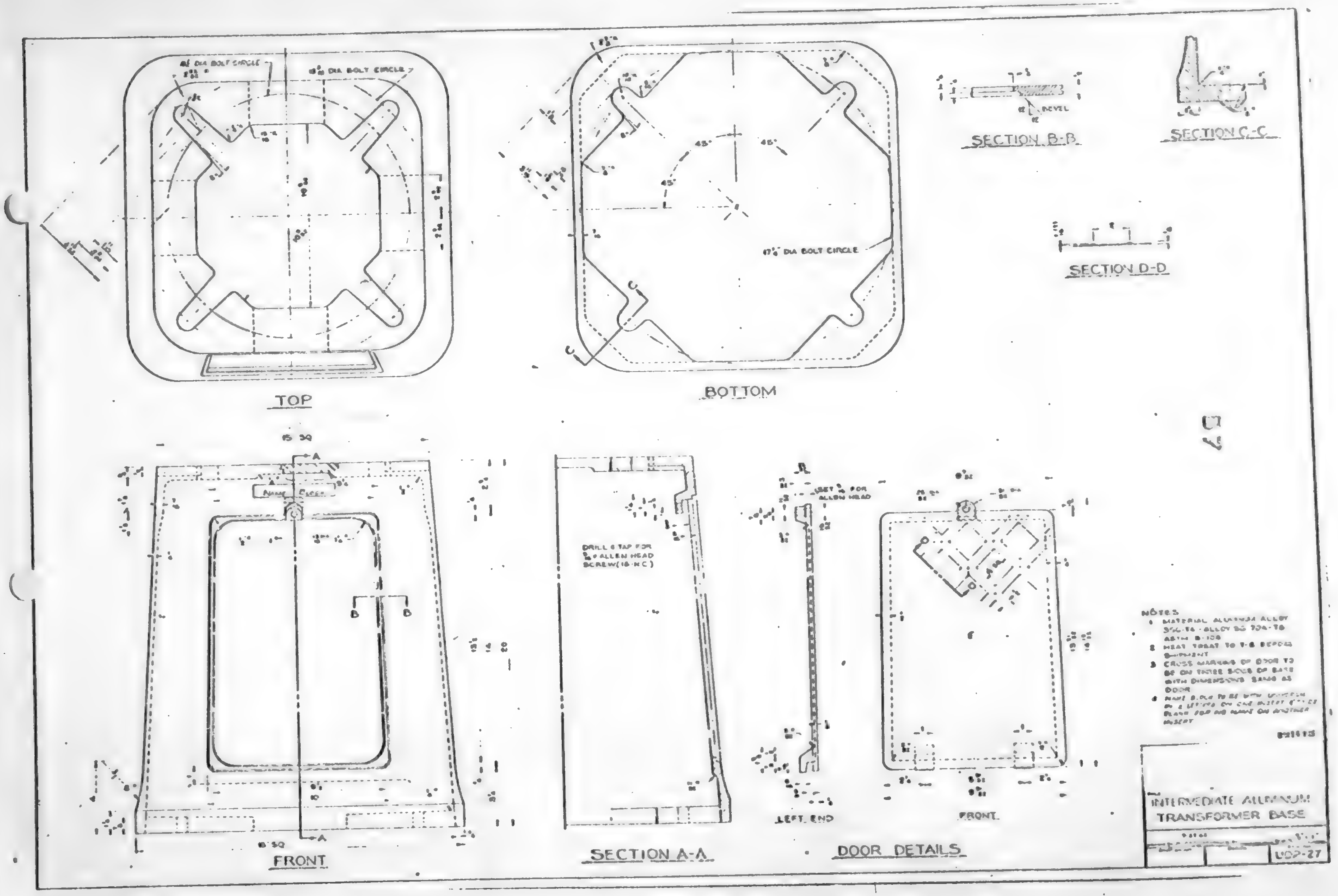
The Casting furnished under this specification will be tested in accordance with established testing procedures of the Texas Highway Dept.

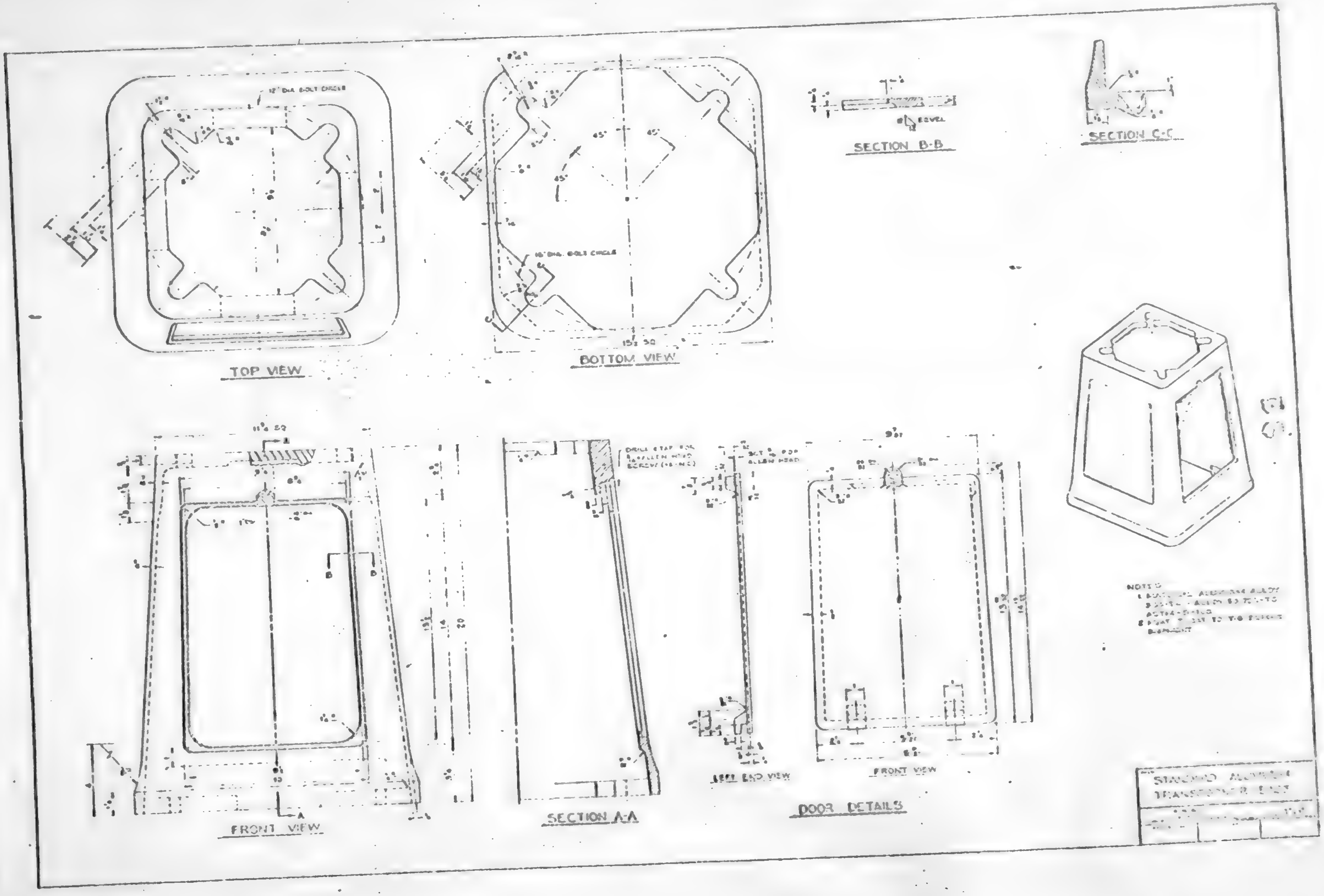
After complete Assembly installation upon the Casting, the following test loading may be applied without fracture or damage to the Casting:

1. A horizontal load of 500 pounds applied in any direction about a point 30 feet above the foundation to which the Casting is to be attached.
2. A vertical load of 250 pounds applied at the point of Luminaire attachment.
3. Material shall be Aluminum Alloy 356 F, cast in Permanent Mold -- 356-T4 in Sand Mold.
4. 4~1"x3½" bolts with 4~1" hex nuts, 8~1" flat washers and 4~1" lock washers, Galvanized ASTM A-153 shall be provided with each Shear Base.

SHEAR BASE

FOR STEEL TRANSFORMER BASES


TOP
BOTTOM
SECTION B-B
SECTION C-C
SECTION D-D
17⅝ DIA BOLT CIRCLE
DIA BOLT CIRCLE
45°
BEVEL
15 SQ
FRONT
SECTION A-A
DRILL & TAP FOR 5/16 ALLEN HEAD SCREW (18-NC)
SET 5/16 FOR ALLEN HEAD
LEFT END
FRONT
DOOR DETAILS
D7
NOTES
1 MATERIAL ALUMINUM ALLOY 356-T6 · ALLOY SG 70A-T6 ASTM B-108
2 HEAT TREAT TO T-6 BEFORE SHIPMENT
3 CROSS MARKING OF DOOR TO BE ON THREE SIDES OF BASE WITH DIMENSIONS SAME AS DOOR
4 NAME BLOCK TO BE WITH [illegible] ON ONE INSERT [illegible] BLANK FOR NO NAME ON ANOTHER INSERT
INTERMEDIATE ALUMINUM TRANSFORMER BASE
UOP-27


12" DIA. BOLT CIRCLE
TOP VIEW
10" DIA. BOLT CIRCLE
15½ SQ
BOTTOM VIEW
SECTION B-B
BEVEL
SECTION C-C
11⅝ SQ
FRONT VIEW
DRILL & TAP FOR ⅜ ALLEN HEAD SCREWS
SECTION A-A
ALLEN HEAD
LEFT END VIEW
FRONT VIEW
DOOR DETAILS
NOTES
STANDARD ALUMINUM TRANSFORMER BASE

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL - AID PR** (PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 2.0 Mi. No. of Eugene 21 65	**ADT**	PRESENT 12,200	FUTURE 25,000 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Illumination 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL - AID I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(58) (66)	(67) (7
5					**PE**		I-5 2.0 Miles No. of Eugene. (Coburg Interchange Section)			
5					**ROW**					
5					**CONST** (CODE) Safety Y-030			0.0	50,000	46,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	50,000	46,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

7102

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

55	**ADT**	PRESENT 12,200	FUTURE 25,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 514 (14) (18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-4 7	SEQ. NO. (60) 13	I. Projects Only POST MI. 200 (24) (26)	DESIG. 27

COUNTY NAME Lane			CODE 039 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE (36)	U.S. (37) I-5 (41)	

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Installation of luminaires and poles to provide lighting of main roadway and ramps at the interchange.
0.0	50,000	46,000	4,000		
0.0	50,000	46,000	4,000		
	(16) (23)	(24) (33)			

REMARKS
Additional Data: Item 138, Project I-5-4(29)198

Remarks Continued -

This project qualifies as a Safety Improvement under current safety standards as well as the requirements for lighting of rural interchanges as established by the AASHO Guide. Supporting data was furnished under Mr. Edwards' letter of September 12, 1967, Subject "Coburg Interchange Illumination".

RECEIVED
SEP 18 1967
FOR FILING

I-5-4(60)200

7102

September 12, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Oregon Project I-5-4(--)193
Coburg Interchange
Interchange Illumination

Dear Sir:

Due to changing conditions at this interchange, we wish to present the following data for your consideration.

The 1967 total ramp ADT at this interchange is 3,800. This is a rural interchange and the above values exceed the requirements of Case B-4 and Case B-5 for rural conditions as established by the AASHO Guide. The existing well-lighted commercial development at this interchange is such that the requirements of Case B-1 are also met. It is also believed that this interchange would qualify under current safety standards in that, as shown by the attached collision diagram, the ratio of night to day accidents (1:1) is high.

It is proposed that high mounted luminaires be utilized at this interchange with the luminaires and poles located in the median area. Geometrics are such that it would be possible to obtain 37 foot clear distance from the edge of the travel lane. Also ideal conditions exist at this interchange to determine the effectiveness of luminaires with a 50-foot mounting height. The units on the ramps would also be mounted at 50 feet and located 30 feet out from the edge of the ramp shoulder. It is proposed to illuminate all ramps and the freeway throughout the interchange area. Approximately 45 luminaire units (750 watts) will be installed, all with a 50-foot mounting height to light center. The estimated cost is $50,000. Preliminary plans for this work will be forwarded to you shortly.

Your approval of this installation as an interchange project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk kp

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

~~City of~~ N. of Eugene County Lane
Intersection of I-5 and Coburg Intrchge.
Highway Number 1 M.P. 101.98 To M.P. 102.55
Period Covered 1-1-62 To 6-30-67
Compiled by CS BC Drawn by ______ Date 9-5-67

LEGEND

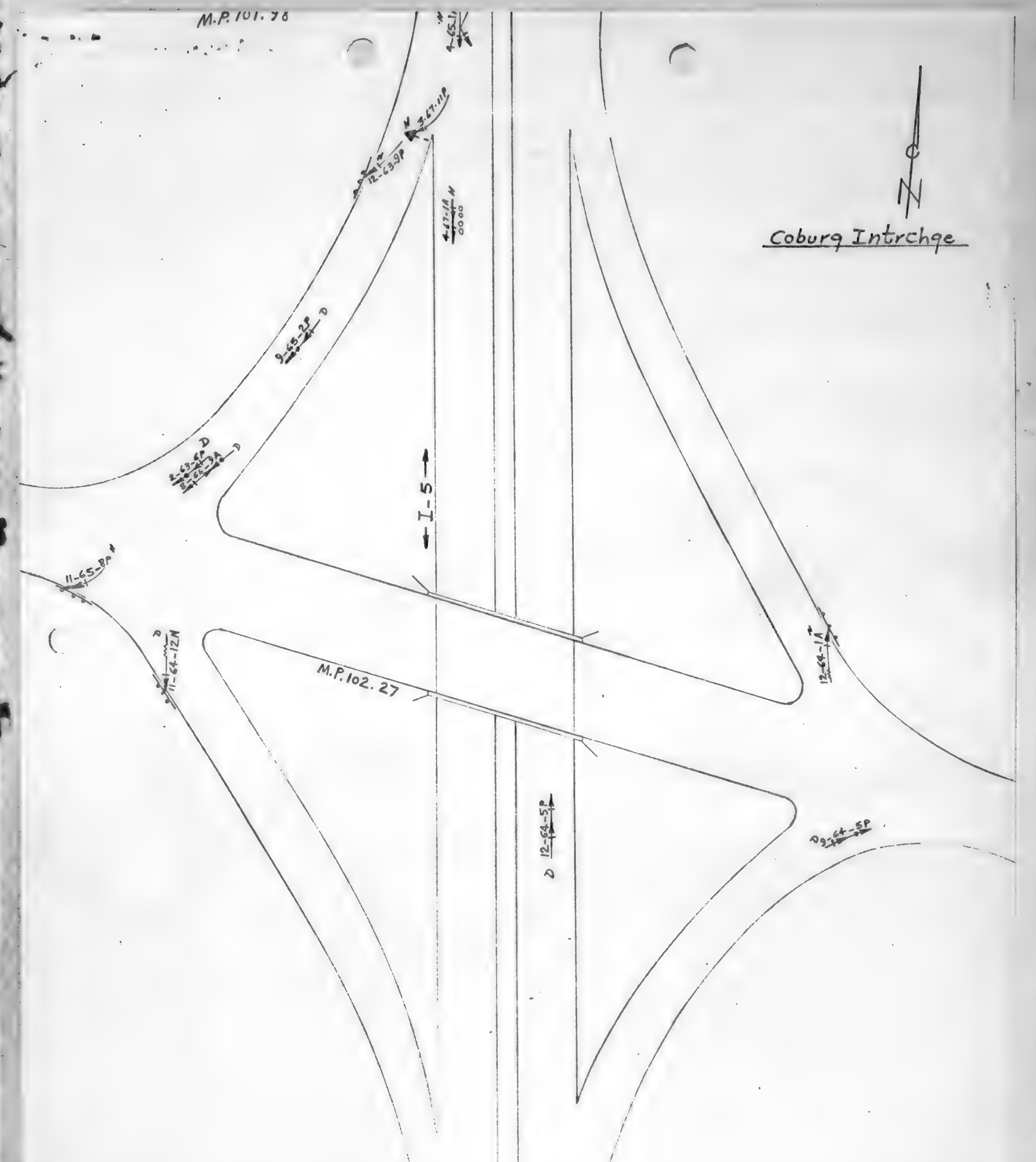
- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- ←+←+ Collision - Rear-end
- →+← Collision - Head-on
- ←↙ Collision - Sideswipe

Fatal: Sbd car, making rt. turn to Coburg Exit Ramp, struck ped. walking across ramp. M.P. 102.05 3-12-67- 10:10 P.M.

- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- ←+ Vehicle Moving
- ←● Vehicle Stopped
- ←+→ Vehicle Backing
- ☐ Properly Parked
- ☐ Improperly Parked
- ←~ Vehicle Overturned
- ←∧∧ Vehicle Skidded

D - Daylight Accidents - 6
N. Night Accidents - 6

Collision Type	1962 - 1963				1964				1965-1966				6 Mos. 1967				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			1	1			2	2			1	1		1		1		1	4	5
Sideswipe											1	1							1	1
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object			1	1			2	2			1	1							4	4
Pedestrian													1			1	1			1
Backing											1	1							1	1
Misc.																				
TOTAL			2	2			4	4			4	4	1	1		2	1	1	10	12


Coburg Intrchge
N
M.P. 101.98
4-65-11
N 3-67-11P
12-63-9P
4-67-1A N
0000
9-65-2P D
D
2-63-6P
8-66-9A D
I-5
11-65-8P
D
11-64-12N
M.P. 102.27
12-64-1A
12-64-5P
D
D 9-64-5P
M.P. 102.55

RECEIVED
MAR 13 1967

Form CD-121
(11-63)
(Pres. by
A.O. 2

UNITED STATES GOVERNMENT

Memorandum

I-5-4(60) 200
7102

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 7, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

T. Dec

SUBJECT: Oregon Project I-5-4(--)~~193~~
Coburg Interchange
Partial Interchange Illumination

The proposed illumination plan for the subject interchange has been reviewed. The layout is satisfactory for partial interchange lighting, subject to your consideration of the following comments:

One additional luminaire should be provided on the acceleration lanes. They should be located to provide adequate light in the actual merging areas which would require the end luminaire to be located closer to the end of the acceleration lane.

It is recommended that the luminaires shown on the ramps at the crossroad termini be moved to the crossroad and placed on the right in the direction of travel just beyond the ramp intersections.

Consideration should also be given to using higher mounting heights, 40 to 50 feet, in place of the commonly used 30-foot height. Higher mounting heights will normally result in a more economical and effective lighting system as well as a safer and more aesthetic design.

copy [illegible]

Copy - Bud George
(for guidance)
3-10-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-3(52) Brewery Grade Interch. 1967
84 (The Dalles) on the Col. R.
#7103 Hwy. Illumination

CJH 3450

STATE COPY

Monthly transaction number
6-70

Project report number
10

Modification number
1

F PR-2A
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-7-69

tate
Oregon

County
Wasco

Project number
I-80N-3(52)84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 27, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,831	$ 22,530
Federal funds	$ 18,200.00	$ 18,523.47
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of June, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L R Backlund
(Division Engineer)

For: R. E. Simpson

USCOMM-DC 26364-P65

[illegible]

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 12-24	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. [illegible] 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Wasco PROJECT NO. I-80N-3(52)88

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Brewery Grade Interchange (The Dalles) Section, Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-4-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 19,831	FEDERAL FUNDS $ 18,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer November 27, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(32)84

BREWERY GRADE INTERCHANGE (THE DALLES) SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

Project agreement estimate.

Salem, Oregon, Nov. 3, 1967

Type Code Y030
Illumination (Sta. "L" 2365+48.91) (Contract No. 7103)

Roadway Illumination Installation, Complete	All Required	$18,028.80
	Subtotal	$18,028.80
	10% Engr. & Cont.	1,802.20
	Total	$19,831.00

Length of Project - - - 0.00 mile

Federal Funds	$18,200.00
State Funds	1,631.00
Total.	$19,831.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BREWERY GRADE INTERCHANGE (THE DALLES)

ILLUMINATION

Project No. I-80N-3(52)84

Nonparticipating Work

Roadway Illumination Installation	All Required (4%)	$751.20

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(52)84

BREWERY GRADE INTERCHANGE (THE DALLES)

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

P. S. & E. estimate.

Salem, Oregon, September 13, 1967

Type Code Y030
Illumination (Sta. "L" 2365+48.91)

Roadway Illumination Installation, Complete	All Required (96%)	$27,072.00
	Subtotal	$27,072.00
	10% Engr. & Cont.	2,707.00
	Total	$29,779.00

Length of Project - - - - - - 0.00 Mile

Federal Funds -	$27,400.00
State Funds -	2,379.00
Total	$29,779.00

BREWERY GRADE INTERCHANGE (THE DALLES)

ILLUMINATION

PROJECT NO. I-80N-3(52)84

NONPARTICIPATING WORK

Roadway Illumination Installation, Complete	All Required (4%)	$1,128.00

RECEIVED
FEB 6 - 1969

FOR FILING

I-80N-3(52) #4

7103

February 6, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $5,250 will be made to Ace Electric Company on Contract No. 7103 for illumination installation on the Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $19,117.83 including the post-final payment. Of the total $267.83 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

J. F. Putnam
C. H. Maison
Attn: John Herr

RECEIVED
FEB 26 1969
FOR FILING

I-80N-3(52)84
7103

#3

January 29, 1969

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on January 28 considered your request for an extension of time on Contract No. 7103 on the Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County.

After careful consideration, the Commission granted you a 175 calendar day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. F. Putnam
J. S. Sawyer
F. D. Morgan
Ivan D. Merchant
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 24, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : Bill Brooks for R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-80N-3(52)84
Brewery Interchange Illumination
Time Extension

Reference is made to Mr. Edwards' letter of December 13, 1968 requesting our concurrence in a time extension of 181 calendar days on subject project. Facts relating to the overrun are presented in Mr. Edwards' letter.

A time extension based on the fire which destroyed the manufacturing plant is considered appropriate inasmuch as the required light poles could not have been obtained at an earlier date from another source. However, based on information presented in Mr. Edwards' letter, the contractor should be assessed 6 days of liquidated damages. The 6 days being represented by the time difference between the erection time available as originally scheduled and the actual erection time less the 5 days delay which was experienced during final erection.

We therefore concur to a time extension of 175 calendar days instead of the 181 requested.

NOTED
R. L. PORTER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN - 3 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Copy
Ivan
Young

NOTED
TOM EDWARDS

RECEIVED
JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ACE ELECTRIC COMPANY ELECTRICAL CONTRACTORS
5104 N. E. OREGON STREET · P. O. BOX 13278 · PORTLAND, OREGON 97213 · 284-2121

November 4, 1968

Oregon State Highway Commission
Salem
Oregon 97310

SUBJECT: Brewery Grade Interchange Illumination Installation
Columbia River Highway, Wasco County, The Dalles
Contract No. 7103, Our Job No. 6414

Gentlemen:

We hereby wish to substantiate our claim for the workday extension on the subject project by the submission of correspondence, starting date of January 29, 1968, and culminating in the letter from Hrubetz and Bushnell dated September 18, 1968.

Perusal of the enclosed documents will substantiate the fact that a fire took place in the plant of our supplier, Hrubetz and Bushnell, on the evening of January 27, 1968. The destroying of the facilities of our supplier prevented them from delivering the equipment to the jobsite on the previously arranged schedule. The enclosed correspondence attests to the efforts this company made to expedite shipment and determine a reasonable delivery date for transmittal to your office. We are sure that you will agree, after reading the enclosed documents, that every effort was taken, and that the unfortunate fire was an Act of God beyond the control of this company or our supplier.

We hereby respectfully request that the requested time extension be granted.

Very truly yours,

ACE ELECTRIC COMPANY

Riley R. Taylor

Riley R. Taylor

RRT:ka

Distr: CDC
cu

RECEIVED
JAN 14 1969

I-80N-3(50)84
7103

January 13, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 28, 1969 meeting

Gentlemen:

Ace Electric Company, contractor for the construction of the Brewery Grade Illumination on the Columbia River Highway in Wasco County, Contract 7103, has requested that he be granted an additional 181 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites a fire in the pole manufacturer's plant which delayed completion and delivery of the poles as his reason for failure to complete the work on time.

The contract allotted 150 calendar days to complete the work which forecast a completion date of April 11, 1968. The work was completed October 9, 1968, with a total of 331 calendar days charged. This is an overrun of 181 calendar days.

An extensive fire in the pole manufacturer's plant was the principal reason for the overall delay. The poles were ordered November 29, 1967, a little less than a month after the award of the contract, with a scheduled delivery date of March 25, 1968, allowing a little less than three months for manufacture and delivery of the poles. This scheduled delivery date for the poles would have allowed the contractor 17 calendar days to erect the poles and complete the contract work.

The fire occurred January 27, 1968, completely destroying the fabricator's plant, the material for the poles and the partially fabricated work. Procuring new materials, new machinery and a place to work delayed delivery of the completed poles until September 11, 1968, 228 calendar days after the fire and when 303 calendar days were charged.

The work was completed October 9, 1968, 28 calendar days after delivery of the poles and when 331 calendar days had been charged. After the poles arrived, the contractor's operations were delayed a total of five days - four days when it was too wet to paint and one day in altering a structure mounting bracket to allow setting bracket anchors clear of main reinforcing in the structure.

After being notified of the fire and the resulting delay to the work, the contractor investigated the possibility of placing the order for the poles with another supplier, only to find that no gain in time could be accomplished.

The delay as a result of the fire is considered to be an extenuating circumstance beyond the control of the contractor. Delays because of weather and plan changes are reasons for an extension of time without assessment of liquidated damages.

I recommend that the contractor be granted a 175-calendar day extension without the assessment of liquidated damages and that he be assessed six days liquidated damages for the additional days consumed. This is an assessment of $180.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

CAG:smd lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
J. F. Putnam

RECEIVED
NOV 2
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7103 Contractor Ace Electric Company

Highway Columbia River

Section Brewery Grade Interchange (The Dalles)

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows: Grant a total of 175 calendar days because of fire in pole manufacturer's plant and delays due to weather and plant changes without assessment of liquidated damages. Assess liquidated damages for remaining 6 days consumed.(180.00)

Recommended for Approval:

Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No. 7103
Project designation I-80N-3(52)84
~~State~~ Federal
Date awarded October 31, 1967
Work started December 26, 1967
Per cent completed 100% 10-9-68
Date
No. of ~~Workdays~~ Calendar Days Allowed 150
No. of ~~Workdays~~ Calendar Days Used 331
No. of Added ~~Workdays~~ Calendar Days Requested 181

State Printing 37020

E 230 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 4, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days XXXXXXXX from 150 days to 331 days, within which to complete our Contract No. 7103, without the assessment of liquidated damages. The said contract is described as follows: Illumination Installation on Brewery Grade Interchange Section of Columbia River Highway, Wasco County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor, President

CONSENT OF SURETY

Date November 4, 1968

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-[illegible] listed, hereby join in and consent to said request for an increase in the number of [illegible]reby agree to remain fully bound as surety in all respects as if the number o[illegible] stipulated in the original agreement.

Attorney-in-fact

Resident Agent

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
NOV 21
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7103 Contractor Ace Electric Company

Highway Columbia River

Section Brewery Grade Interchange (The Dalles)

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows: Grant a total of 175 calendar days because of fire in pole manufacturer's plant and delays due to weather and plant changes without assessment of liquidated damages. Assess liquidated damages for remaining 6 days consumed.(180.00)

Recommended for Approval:

J F Putnam
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~ Bridge Engineer

State Highway Engineer

Contract No.	7103
Project designation	I-80N-3(52)84 ~~State~~ Federal
Date awarded	October 31, 1967
Work started	December 26, 1967
Per cent completed	100% 10-9-68 Date
No. of ~~Workdays~~ Calendar Days Allowed	150
No. of ~~Workdays~~ Calendar Days Used	331
No. of Added ~~Workdays~~ Calendar Days Requested	181

State Printing 27020

E-320 (Rev.)—5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 4, 1968.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days XXXXXXXX from 150 days to 331 days, within which to complete our Contract No. 7103, without the assessment of liquidated damages. The said contract is described as follows: Illumination Installation on Brewery Grade Interchange Section of Columbia River Highway, Wasco Cnty.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor
Riley R. Taylor, President

CONSENT OF SURETY

Date November 4, 1968.

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of [illegible] hereby agree to remain fully bound as surety in all respects as if the number of [illegible] as stipulated in the original agreement.

William K.
Attorney-in-fact

Resident Agent

RECEIVED
DEC 13 1968
FOR FILING

I-80N-3(52)84
7103

December 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Brewery Grade Illumination
FAP No. I-80N-3(52)84
Contract No. 7103

Dear Sir:

The contract allotted 150 calendar days to complete the work. Three hundred and thirty one calendar days were charged through to completion. This is an overrun of 181 calendar days.

An extensive fire in the pole manufacturer's plant was the principal reason for the overall delay. The poles were ordered November 29, 1967, a little less than a month after the award of the contract, with a scheduled delivery date of March 25, 1968, allowing a little less than three months for manufacture and delivery of the poles. This scheduled delivery date for the poles would have allowed the contractor 17 calendar days to erect the poles and complete the contract work.

The fire occurred January 27, 1968, completely destroying the fabricator's plant, the material for the poles and the partially fabricated work. Procuring new materials, new machinery and a place to work delayed delivery of the completed poles until September 11, 1968, 228 calendar days after the fire and when 303 calendar days were charged.

The work was completed October 9, 1968, 28 calendar days after delivery of the poles and when 331 calendar days had been charged. After the poles arrived, the contractor's operations were delayed a total of five days -- four days when it was too wet to paint and one day in altering a structure mounting bracket to allow setting bracket anchors clear of main reinforcing in the structure.

After being notified of the fire and the resulting delay to the work, the contractor investigated the possibility of placing the order for the poles with another supplier, only to find that no gain in time could be accomplished.

The overall delay as a result of the fire is considered to be an extenuating circumstance beyond the control of the contractor and, with your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 181 calendar day extension without assessment of liquidated damages.

Conditions generating the delay on this contract are parallel to those generating the delay on the Coburg Installation, FAP No. I-5-4(60)200.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
DEC 5 - 1968
FOR FILING

I-80N-3(5-2)54
7103

December 5, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 9, 1968, on Contract No. 7103. The contract was with Ace Electric Company and was for illumination installation on the Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 5, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

RECEIVED
DEC 5 - 1968

FOR FILING

I-80N-3(52)F4
7103

December 5, 1968

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7103 awarded to Ace Electric Company for illumination installation on the Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County was completed on October 9, 1968, and accepted by the Highway Commission on December 5, 1968.

Final payment in the amount of $1,209.00 will be released to the contractor after December 12, 1968. The total contract amount is $13,867.83 including $267.83 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Herr

I-80N-3(52)84
7103

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Brewery Grade Interchange (The Dalles)

WEEK ENDING: November 9, 1968

SECTION PREFIX: 633-1001

HIGHWAY: Columbia River

COUNTY: Wasco

NAME OF JOB: Brewery Grade Interchange Section

KIND OF WORK: Illumination Installation

CONTRACTOR: Ace Electric Company

CONTRACT NUMBER: 7103

FEDERAL AID PROJECT NUMBER: I-80N-3(52)84

DATE OF CONTRACT: October 31, 1967

DATE WORK STARTED: December 26, 1967

ESTIMATED COMPLETION DATE: October 9, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: 150

SPECIFIED COMPLETION DATE: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: 331

PERCENT OF TIME ELAPSED: 221%

PROJECT AUTHORIZATION: $ 21,503.10

EXCLUSIVE OF ENGINEERING: $ 19,625.10

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,297.83

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.7 %

ENGINEERING AUTHORIZATION: $ 1,878.00

ENGINEERING COST TO DATE: $ 3,921.50

PERCENT OF AUTHORIZATION: 208.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: October 9, 1968

Including Engineering: OVERRUN 9.20%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Illumination 100%	

	Illumination ~~BASE~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.94				
MILES PARTIALLY COMPLETED	0.94				
MILES COMPLETED	0.94				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$19,625.10				
TOTAL QUANTITIES CORRECTED TO DATE	$19,297.83				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$19,297.83				
AVERAGE DAILY QUANTITIES	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Sunny	-		Project Completed.
MONDAY	Cloudy			
TUESDAY	P. Cloudy			Holiday.
WEDNESDAY	Cloudy-Rain			
THURSDAY	Cloudy-Rain			
FRIDAY	Cloudy-Rain			
SATURDAY	Cloudy-Rain			

Routing
Decker
Bond
Walker
Green
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed.

The Semi-Final Estimate for this project was submitted to the Division Office on Friday, November 8, 1968.

Mr. O. B. Jackmond, Asst. Div. Eng'r., was in the office on Thursday of this week.

This will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED J. Sawyer

J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 2? 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~[illegible]~~
FRED W. HILL, MEMBER
PENDLETON
Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-3(52)84
7103

October 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7103
Prefix 633-1001
FAP I-80N-3(52)84

Dear Sir:

All work under Contract No. 7103, Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County, was completed on October 9, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 11-21-68

Conditions noted on above date:

NONE

F. B. KLABOE

G M Brooks
for
R. E. Simpson
Division Engineer

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

to: Forrest Cooper
L. H. Young

copy to Morgan 11-25-68

RECEIVED
JAN 5 - 1[illegible]

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

[illegible]
7103

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1968

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Re: Brewery Grade Interchange Illumination
Contract No. 7103

ATTENTION: Mr. Riley Taylor

Gentlemen:

You appeared before the Claims Review Board on March 18, 1968 to present your argument for additional compensation on this project.

The Review Board has given this matter thorough consideration. Among other things it was noted that some of the dimensioned distances on the plan sheet for this project do scale correctly. The Board determined that a valid contract exists and that there is not a proper basis to justify an increase in the contract amount. The decision of the Board was to not sanction additional compensation.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

JAB:nn:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
I. D. Merchant
J. F. Putnam

NOTED
R. L. PORTER

RECEIVED
MAR 2 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

NOTED R. L. PORTER

FORM E-304 [illegible] 2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1968

To: **MEMO TO THE FILE**

SUBJECT: Brewery Grade Interch. Illumination
Columbia River Highway
Contract 7103

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

The Claims Review Board met this afternoon to consider the request for additional compensation from Ace Electric Company, prime contractor on the subject project.

Present on behalf of the Review Board were:

R. L. Porter
C. H. Maison
Frank McKinney (substituting for G. E. Rohde)
Lloyd Shaw (substituting for F. B. Klaboe)

Appearing on behalf of the contractor was:

Mr. Riley Taylor

Present on behalf of OSHD were:

Division Engineer J. F. Putnam
Assistant Bridge Engineer Al Rear
Traffic Control Engineer Val P. Johnson

Mr. Taylor stated that his estimator derived a scale of 1" = 100' in taking off certain quantities from Drawing No. 2176. He stated that an electrical estimator is more familiar with architect plans and that people dealing with electrical work are not apt to be familiar with highway stationing. The estimators, therefore, did not derive their scale from the stationing shown on this plan. (The actual scale is 1" = 200'.) Mr. Taylor stated further that an estimator did visit the job site but did not know whether he talked with the resident engineer. He said they are mainly concerned with soil conditions on the site and also take pictures. He later answered that his firm bids in five states but had had only a couple of Oregon Highway jobs in the last two years.

Mr. Putnam stated that the job was laid out with marks painted on the pavement for the location of poles at the time of bidding and that the resident engineer was not contacted by an Ace Electric representative. The dimensioned distances were shown in order to clearly show these relatively small clearances to work items. Sec. 3-3 of the Standard Specs was cited.

During discussion the Board looked at the plans for three projects which Ace Electric Company has performed in Oregon during the past two years. (Contracts 6951, 6973 and 7049.) Plans for two of these showed a 1" = 40' scale and the third one was for an intersection signal with no scale shown. It also was found that six of the dimensioned distances on the plan sheet in question here actually scale correctly at 1" = 200'. Several of the smaller dimension distances are distorted but none of them to the extent of scaling 1" = 100'.

It was the Board's conclusion that the contractor may have made an estimating error but he had nevertheless entered into the contract. The mere absence of a scale on the plan did not create a basis for adjustment now. The Board voted unanimously to refuse additional compensation.

John A. Bond

John A. Bond, Secretary
Claims Review Board

JAB:nn
cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
L. P. Shaw
Frank McKinney

RECEIVED
MAR 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27

FOR FILING

I-80N-3(52)4

7103

February 26, 1968

Mr. L. Lee Herman
[illegible]
P. O. Box [illegible]
Portland, Oregon 97213

Dear Mr. Herman:

We wish to acknowledge receipt of your letter of February [illegible] concerning the delay imposed upon you in securing [illegible] for Contracts No. 7102 and 7103 on the [illegible] Freeway [illegible] caused by the loss of the [illegible] fabricating shop due to fire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
Carroll T. Keasey (enc.)
J. F. Putnam (enc.)

RECEIVED
ACE ELECTRIC CO.
FEB 20 1968
A.M. P.M.
7 8 9 10 11 12 1 2 3 4 5 6

4

February 19, 1968

Ace Electric Co.
P.O. Box 13278
Portland, Oregon 97213

Dear Sirs:

As you may already know, our shop and offices were entirely destroyed by a disasterous fire three weeks ago. We not only lost practically all of our shop machinery but most of our office records as well.

On the Coburg & Brewery Grade Interchange it will be necessary to ask for an extention on the date of delivery on the light poles.

We will keep you advised to our progress.

Thank you,

Earl O. Bushnell

Earl O.Bushnell

EOB:db

RECEIVED
FEB 21 1968
OREGON
STATE HIGHWAY COMMISSION

ACE ELECTRIC COMPANY ELECTRICAL CONTRACTORS
3104 N. E. OREGON STREET • P. O. BOX 13278 • PORTLAND, OREGON 97213 • 284-2121

February 8, 1968

Oregon State Highway Dept.
Salem, Oregon 97310

Ref: Brewery Grade Interchange Illumination Installation
Columbia River Highway, Wasco County
Contract No. 7103, Our Job No. 6414

Gentlemen:

We submit the following cost breakdown for additional costs that will be incurred by Ace Electric Company to install the lengths of raceway necessary on the above referenced project, as explained in our letters of January 5, 1968 and February 8, 1968:

Labor, 144 hrs @ 5.50	792.00	
Foreman, 15 hrs @ 5.90	88.50	
Flagman, 50 hrs @ 4.00 x ½	100.00	
	980.50	
Taxes & Ins., H&W, 16%	156.88	
	1,137.38	1,137.38
Material FOB Jobsite	2,680.35	
Scaffold Rental	50.00	
Long Distance Phone	5.00	
Job Truck, 9 days @ 16.00/day	144.00	
Subsistence, 26 days @ 10.00/day	260.00	
	3,139.35	3,139.35
		4,276.73
Fee, 15%		641.51
		4,918.24
Bond, 3/4%		37.00
		$4,955.24

Very truly yours,

ACE ELECTRIC COMPANY

H. Lew Newman

H. Lew Newman

HLN:ka

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
ACE ELECTRIC CO.
FEB 16 1968
A.M. P.M.
7 8 9 10 11 12 1 2 3 4 5 6

February 14, 1968

Ace Electric Company
5104 N.E. Oregon Street
P. O. Box 13278
Portland, Oregon 97213

Attention: Riley R. Taylor

Gentlemen:

Re: Brewery Grade Illumination
Contract No. 7103

Your letters of January 5, 1968, and February 8, 1968, claiming additional payments due you because of plan deficiencies have been forwarded this office by Mr. Putnam for further consideration.

I have reviewed Drawing No. 2176 very carefully and find the principal element of horizontal control, the line stationing, to be drawn to proper scale with dimensions as required to properly position all features of the work. I see no particular excuse for misinterpretation of the distances indicated on the drawing for the various features of the work.

The language of Article 3-3, "Examination of Plans, Specifications, and Site of Work", pages 7 and 8 of the standard specifications, places the entire responsibility for determination of the quantity of work and materials required on the contractor. With the responsibility thus placed, the Department cannot assume responsibility for error on your part and cannot consider a claim for the cost of such errors.

Very truly yours,

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: J. F. Putnam
Traffic Division

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Bend, Oregon 97701
January 30, 1968

Ace Electric Company
5104 N.E. Oregon Street
P. O. Box 13278
Portland, Oregon 97213

Re: Drawing No. 2176
Brewery Grade Interchange
Illumination Installation
Columbia River Highway
Wasco County
Contract No. 7103

ATTENTION: Mr. H. Lew Newman

Gentlemen:

Your letter of January 5, 1968, requesting additional payment for materials due to lack of indicated scale on drawing No. 2176, has been referred to this office.

It is true that no scale is indicated on this drawing. However, stationing is very apparent and it could easily be determined that the scale is 1" = 200'. Normally distances shown on a sheet such as this are to indicate distances which could not readily be scaled due to the inability to separate lines because of the smallness of the scale.

Also under Section 33 of the Standard Specifications, it is the responsibility of the contractor to make a careful examination of the location and condition of the work. It is very apparent that if this had been done, you would have been aware that your lengths were erroneous. Therefore this office must reject your request for additional payment.

Very truly yours,

STATE HIGHWAY DEPARTMENT

J F Putnam

J. F. Putnam
Division Engineer

JFP:bl

cc: F. D. Morgan

ACE ELECTRIC COMPANY ELECTRICAL CONTRACTORS
5104 N. E. OREGON STREET · P. O. BOX 13278 · PORTLAND, OREGON 97213 · 284-2121

March 5, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 6 1968
CONSTRUCTION
DIVISION

Oregon State Highway Department
Claims Review Board
Salem, Oregon 97310

Attn: John Bond, Secretary

Ref: Brewery Grade Interchange Illumination Installation
Columbia River Highway, Wasco County (The Dalles)
Contract No. 7103, Our Job No. 6414

Gentlemen:

We are enclosing with this letter, copies of our correspondence to the Oregon State Highway Department relative to the subject project dated January 5, February 8, and February 23, 1968, together with our Claim for Additional Compensation dated February 8, 1968, We are further enclosing copies of letters from the Oregon State Highway Department dated January 24, January 30 and February 14, 1968.

Your examination of the enclosed documents will reveal the substance of our claim against the Oregon State Highway Department for additional costs incurred by this company in connection with our work on the Brewery Grade Interchange. We have met with Mr. Ivan Merchant, Bridge Engineer in Salem, on March 4, 1968, and discussed this claim with him. At that meeting, our claim was denied by Mr. Merchant, and we are therefor appealing to the Claims Review Board in accordance with standard procedures.

To briefly outline our position in this matter, let me review what took place leading up to the present time:

We submitted proposals to the Oregon State Highway Commission for the Coburg Interchange Illumination Installation (Contract No. 7102), and the Brewery Grade Interchange Illumination Installation on October 26, 1967. While the documents for the Coburg Interchange included a linear scale in the upper right hand corner of the drawings as well as dimensioned distances, the Brewery Grade Interchange drawings did not include a linear scale on any of the sheets. Our estimator, then, in accordance with normally accepted procedure, reverted to the dimensioned distances on the drawing to determine the scale. Such examination indicated that the scale was 1" = 100'. We proceeded with the estimate and submitted our quotation in accordance with these findings. It was not until the excavator had started work on the contract that we realized that our lineal takeoff was only about half that necessary to complete the job. The rest of the story I believe you are aware of.

It is our opinion that the Oregon State Highway Department was remiss in not indicating a scale on the contract drawings as is their normal procedure for highway installations, and that it is further in error and led our estimator astray in detailing horizontal dimensions on the drawings that indicated a scale other than that to which the drawings were actually made. With this information in mind, we respectfully request a hearing before the Claims Review Board at your earliest convenience. Please contact this writer, advising him of date, time and place of such hearing.

Thank you for your cooperation in this matter.

Very truly yours,

ACE ELECTRIC COMPANY

Riley R Taylor

Riley R. Taylor

RRT:ka

Distr: CDC
Est
cu

Enclosures

3-3 Examinations of Plans, Specifications, and Site of Work

It is understood that the contractor, before signing the contract, has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials.

Section 3 **Award and Execution of Contract**

The State will in no case be liable for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work.

5-4 Interpretation of Specifications, Plans and Special Provisions

In cases of conflict in the requirements and provisions as set out by the standard specifications, the plans and the special provisions, it shall be understood that the special provisions take precedence over both the plans and the standard specifications, and that the plans take precedence over the standard specifications. Addenda and supplements to the standard specifications, identified as such, take precedence over standard specifications in conflict therewith. Calculated dimensions take precedence over scaled dimensions.

The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used.

The contractor shall take no advantage of any errors or omissions in the specifications and plans or of any discrepancies in or between same; but where such errors, omissions or discrepancies occur, he will be governed by the apparent intent of the specifications and plans and by the orders of the engineer.

FORM E-30X—90M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

I-80N-3(52) 84

MC3

Salem, Oregon 97310
January 18, 1968

SUBJECT: Illumination Project
Brewery Grade Interchange

To: J. P. Putnam
Division IV Engineer
B E N D

I very recently transmitted to you information concerning a revision in the electrical conduit specifications for the Brewery Grade Interchange illumination project.

As you know, the contractor has installed a portion of the conduit under the original specifications with the result that the conduit that now is in place does not meet these original specifications.

Since this is a Federal Aid project, we must have on record an action that will protect us in the future if this contract is given an in-depth inspection and if the records are audited. It is suggested that a price agreement be negotiated with the contractor to show a nominal amount as credited to the State because of the placement of the conduit which does not meet the original specifications.

L. E. George
Assistant Traffic Engineer

NOTED
TOM EDWARDS

LEG:mk

cc: Tom Edwards

RECEIVED
JAN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(52)84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 16, 1968

In reply refer to: 08-35-EC/437.2

TO 7103 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Standard Specifications

The revised Standard Specifications for Article 601-2.3, Conduit, providing for the use of alternate galvanizing methods, as submitted by Mr. Edwards' January 16, 1968 letter is conditionally approved on a project-by-project basis for current and future projects.

The projects currently underway that would be applicable include:

[illegible] - I-5-4(60)200, Coburg Interchange Illumination
7103 - I-80N-3(52)84, Brewery Grade Interchange Illumination
9105 - I-205-7(10)298, Willamette River (West Linn) Bridge

Our conditional approval is subject to an affirmative review by our Washington office and any comments they may make on these revised Standard Specifications.

1-14-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208--511

I-80N-3(52)84
7103

OREGON STATE HIGHWAY DEPARTMENT

JAN 16 1968 G-1P G-9

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Brewery Grade Interchange (The Dalles) **Date** January 9, 1968
Highway Columbia River **Contract No.** 7103
County Wasco **Prefix** 633-1001
Contractor Ace Electric Company **F. A. Project No.** I-80N-3(52)84
Address 5104 N.E. Oregon St., Portland, Ore. 97213 **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's participation in flagging costs.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout entire project: Sta. 2353+00 to 2380+00

Estimate of quantities and cost:

Flagging ------ $450.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The topography of the land forces the Contractor to operate equipment on or near the traveled roadway. To maintain safety, flagging is necessary. The flagging to be performed in accordance with Article 7-30 of the State of Oregon Standard Specifications for Highway Construction 1964. Funds were not provided for in the original authorization, but flagging costs would be covered by the contingencies.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $21,503.10
Present estimate of project cost, including $450.00 for work under this order $21,503.10
Expected under-run over-run amount $0.00
Expected under-run over-run per cent 0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. S. Sawyer
J. S. Sawyer
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

Young 1-25-68

SP*23577-734

RECEIVED
JAN 30
Region
Wash DC

1-4-68

I-80N-3(52)84

OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

REGION NO. 8 7103	REPORT NO. 1	COUNTY Wasco	STATE Oregon
DATE OF INSPECTION 1-4-68	INSPECTION MADE BY Willis R. Grafe, Area Engr		PROJECT NO. I-80N-3(52)84

IN COMPANY WITH
J. S. Sawyer, OSHD, Res Engr; M. E. Hewitt, Res Engr, BPR

LOCATION OF IMPROVEMENT
Brewery Grade Interchange, Illumination

CONTRACTOR NAME AND ADDRESS
Ace Electric Company, Portland, Oregon

AWARD DATE 10-31-67	CONTRACT AMOUNT $18,780.00	TIME ALLOWED 150 cal days	TIME STARTED 11-14-67	WORK STARTED 12-26-67
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 36 %	WORK COMPLETED 9 %	EST. COMPL. END OF MO -- %

ROADBED (Width -- Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Illumination	Y030	0.00			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

BREWERY GRADE INTERCHANGE
Illumination

Work under the contract provides for furnishing and installing of all equipment required for roadway illumination of the interchange.

The contractor has confined his work to attempting to push conduits under the pavement and plowing in direct buried cable for luminaire lighting.

Plowing in the cable is still under way, but the conduit jacking has proven to be so difficult that heavier equipment is being procured to perform the work.

Two subcontracts have been approved for a total of $4,986 or 27% of the contract amount.

(more)

M Morgan 1-18-68

2-STATE HIGHWAY DEPARTMENT COPY

Conduit, cement, and air entrainment agent to be used in the project have been covered by the appropriate certification and tests.

Work done to date did not lend itself to significant measurements so none were taken.

Form FH-121 (4-67)

RECEIVED
NOV 16 1967

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(52)84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(52)84
Brewery Grade (The Dalles) Interchange
Illumination Installation

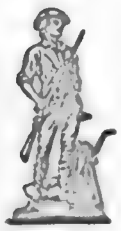
As requested in Mr. Young's letter of November 2, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 30, 1967 in the award of contract No. 7103 to Ace Electric Company of Portland, Oregon, low bidder in the amount of $18,780.00 at the October 26, 1967 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

11-15-67
REFERRED TO Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1967
FOR FILING

I-80N-3(52)84

7103

Agenda
4r

November 3, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3450

City of The Dalles
City Hall
The Dalles, Oregon 97058

Attention: Mr. John B. Thomas
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of luminaire units at the Brewery Grade Interchange on the Columbia River Highway in Wasco County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
NOV 2 - 1967
FOR FILING

I-80N-3(52)84

7103

November 1, 1967

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

Enclosed are three copies of Contract No. 7103 for $18,780 awarded to you by the State Highway Commission on October 31, 1967. This contract is for illumination installation on the Brewery Grade Interchange (The Dalles) Section of the Columbia River Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
H. H. Van Cleave

RECEIVED
OCT 10 1967
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

DATE: October 4, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-3(52)84
7103

FROM : R. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I80N-3(52)84
Brewery Grade (The Dalles) Interchange
Illumination Installation

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. John Oakes' and Mr. T. W. Litchfield's September 22, 1967 and September 26, 1967 reports.

The proposed draft of your agreement with the City of The Dalles for illumination has been reviewed and is considered to be satisfactory. Evidence that City officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

Mr. Young's October 4, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
Title sheet

NOTED
F. B. KLABOE

10-10-67

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 6 - 1967

FOR FILING

I-80N-3(52)84
7103

September 6, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been negotiated with the City of The Dalles for the installation of luminaire units at the Brewery Grade Interchange on the Columbia River Highway in that city.

Under the terms of the agreement, the State will pay all costs of the installation and will pay for future maintenance. The City will pay for all electrical energy consumed by the luminaires. In addition, the City will install, maintain, and pay for power for certain luminaire units providing for lineal illumination from the interchange to the existing lighting within the city.

The estimated cost of the luminaire units to be installed by the State is $28,000. This will be an interstate project.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
J. F. Putnam

VPJ:njc kf

RECEIVED
AUG 1 0 1967

FOR FILING.

Form FH-121 (4-67)
UNITED STATES GOVERNMENT
Memorandum
I-80N-3(52)84
7103

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 4, 1967

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's July 26, 1967 letter requested the inclusion of four items in the subject program. We approve these Stage 2 Construction Phase projects effective today:

Item	Project	Location	Work
504	I-5-5(37)293	Tigard Interchange	Landscape
505	I-80N-5(29)204	Pendleton Section	Gr., Pave, Struc's
506	I-80N-3(52)84	Brewery Grade Inter.	Illumination
507	I-5-3(78)190	Goshen Inter.	Landscape

On Item 505, I-80N-5(29)204 Pendleton Section, we wish to avoid another tenative construction authorization because of failure to obtain railroad's action on the agreement, permit of entry and the approval of your plans. We insist that the P.S. & E. request be accompanied by the minimum documentation necessary to comply with PPM 30-3 which includes (1) Railroad Agreement (proposed), (2) Permit of entry and (3) approval of your plans by the railroad.

The approval of Item 506, I-80N-3(52)84 Grewery Grade, is subject to the participation Schedule in Mr. Brooks' March 30, 1967 memorandum on this project.

This action provides for improvement of 9.17 miles of Interstate Highway at a total estimated cost of $10,141,000 of which $9,355,500 is reserved as Federal-aid Interstate funds.

NOTED
F.B. KLABOE

8-9-67
REFERRED TO
Young - Morgan - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N The Dalles (Brewery Grade Interchange) 21 65	ADT	PRESENT 6,300	FUTURE 12,600 (56) (70)	YEAR 87 (71) (7	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Illumination Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (7	

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31 The Dalles	ROUTE NO. I | FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		I-80N (Brewery Grade Interchange Section) #7135			
5					ROW					
5					CONST (CODE) Y-030			0.0	16,000	14,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	16,000	14,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Additional Data: I
I-80N-3(37), I-80N

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6,300	FUTURE 12,600 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 506 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80- 7	SEQ. NO. 3(52) 13	I. Projects Only POST MI. 84 (24) (26)	DESIG. N 27

COUNTY NAME Wasco	CODE 065 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36) (37)	U.S. I-80N (41)	☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (56)	(59) (66)	(67) (76)			Illumination installation at Brewery Grade Interchange (on and off ramps)
	0.0	16,000	14,700	1,300		
ECT ALS	0.0	16,000	14,700	1,300		
		(16) (23)	(24) (33)	REMARKS		

Additional Data: Items 233, 319, 335 and 432, Projects I-80N-3(27), I-80N-3(37), I-80N-3(39) and I-80N-3(49).

RECEIVED
APR 10 1967

FOR FILING
I-80N-3(52)84

7103

April 7, 1967

5531
5467

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-DA

Dear Sir:

Your letter of March 30 indicates approval of the proposed illumination project at the Brewery Grade Interchange on I-80N in The Dalles.

We will conform with your requisite that limits of participation of Interstate Funds on the "C" line terminate at Station "C"22+51. We will also incorporate, in the State-City agreement, the requisite that the old highway westerly to the downtown business area be illuminated utilizing funds other than Interstate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young
J. F. Putnam (enc.)

FBC:njc ja

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards ✓
[illegible] 3-31-67

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 30, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

GR Brooks
By: G. R. Brooks
District Engineer

SUBJECT: Proposed Illumination
Brewery Grade Interchange
Columbia River Highway

Mr. Edwards' letter of March 22, 1967 requested Federal participation in the cost of installing illumination at the subject interchange.

Federal participation in the cost of this project is approved; however, the limits of participation with Interstate funds on the "C" line will remain at Station "C" 22+51 the same as for project I-80N-3(35)83, Brewery Grade Connection Section. This approval is with the understanding that the old highway westerly to the downtown business area will be illuminated concurrently, using funds other than Interstate, to at least the same level of illumination as that provided at the interchange.

RECEIVED
APR [illegible]
TRAFFIC ENGINEERING

Crandell
Kld

OFFICE OF
HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 22 1967

FOR FILING
I-80N-3(52)84
7103

March 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

We have received your comments concerning our proposed illumination plans for the Brewery Grade Interchange. We will incorporate into our final plans a design using the high mounting height poles. We also believe that this scheme would be effective at this location.

Although we did not definitely so state when we asked for approval originally in this plan, we do wish to request Federal participation in the cost of installing this illumination. Will you please advise us on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk ja

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

cc Klaboe 3-15-67
Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 14, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

RECEIVED
MAR 16 1967
TRAFFIC ENGINEERING

SUBJECT: Oregon I-80N-3(39)81
The Dalles - Fifteenmile Section
Illumination of Brewery Grade Interchange

We have reviewed the subject lighting plan that provides partial lighting of the Brewery Grade Interchange and offer the following comments for your consideration.

It is suggested that one additional luminaire be placed on each entrance ramp near the merging area. They should be located to best light the traveled ways of the merging areas. The recommended locations for these luminaires are shown in Figure 2, page 19, of the AASHO Lighting Guide.

Higher mounting heights of 40 to 50 feet could be used to an advantage in partial interchange lighting, particularly in the merging and diverging areas where effective lighting is desirable. We believe such mounting heights should be considered in the lighting design for this interchange.

Copy: Gen. File

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

22-1132 Foster Reservoir Slide Sec. 1967
of the Santiam Hwy., E. of
#7104 Foster (Grading & Paving)

C&A 2861

RECEIVED
JUL 30 1968

FOR FILING
22-1132
7104

July 26, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7104 awarded to Groesbeck-Durbin, Inc., for grading and paving the Foster Reservoir Slide Section of the Santiam Highway in Linn County was completed on June 13, 1968, and accepted by the Highway Commission on July 26, 1968.

Final payment in the amount of $4,769.71 will be released to the contractor after August 2, 1968. The total contract amount is $99,160.24 including $4,628.44 for work performed under force account.

There are no outstanding claims on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 26 1968
FOR FILING

23-1132

7104

July 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 13, 1968, on Contract No. 7104. The contract was with Groesbeck-Durbin, Inc., and was for grading and paving on the Foster Reservoir Slide Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 26, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:lms

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

RECEIVED
JUL 22 1968
FOR FILE

22-1132
7104

C

July 22, 1968

Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

In this morning's mail, we received from you a copy of what appears to be a receipt from Dan Ashton in the amount of $250 for his claim against Contract No. 7104 paid by Check No. 9604.

We will advise the surety that this information has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: Dan Ashton
General Insurance Company of America

Noted on card
GC

DAN L. ASHTON
ROUTE 2, BOX 215
SWEET HOME, ORE. 97386
PHONE 367-4621

6/28/68

Groesbeck-Durbin Co.
Eugene. Ore.

As remuneration for access and any other claims arising from Construction on State Contract #710V

250^{00}

Dan Ashton

Paid By check 9604
JUL 19 1968

RECEIVED
JUL 22 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1968

FOR FILING

22-1132

7104

DAN L. ASHTON
ROUTE 2, BOX 215
SWEET HOME, ORE. 97386
PHONE 367-4621

7/22

Ore State Highway Com.
Salem Ore.
Mr. Floyd Query Sec.

Groesbeck & Duerkin have paid my $200.00 claim in full & herewith request that you withdraw or cancel my claim.

Dan Ashton

RECEIVED
JUL 23 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Done 7-22

RECEIVED
JUL 18 1968
FOR FILING

RECEIVED
JUL 17 8 52 AM '68
CLAY MYERS
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Claim File #4389

FILED
CLAY MYERS

22-1132
7104

July 16, 1968

Mr. Dan L. Ashton
Route 2, Box 215
Sweet Home, Oregon 97386

NOTED ON CARD

Dear Mr. Ashton:

This is in reply to your letter of July 10 stating that you have a claim for access across and damages because of road construction and ground cover destruction on private lands in the amount of $250 against Groesbeck-Durbin.

From the description given in your letter, this appears to be in reference to the Groesbeck-Durbin, Inc., Contract No. 7104 for grading and paving the Foster Reservoir Slide Section of the Santiam Highway in Linn County.

The General Insurance Company of America through Tromp and McKinley Agency, 260 11th Avenue, East, Eugene, Oregon, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Groesbeck-Durbin, Inc.
General Insurance Co. of America
Tromp and McKinley Agency
Hon. Clay Myers - Please acknowledge the attached claim letter on the enclosed copy of this letter.

RECEIVED
JUL 18 1968
OREGON
STATE HIGHWAY COMMISSION

DAN L. ASHTON
ROUTE 2, BOX 215
SWEET HOME, ORE. 97386
PHONE 367-4621

July 10, 1968

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Dear Mr. Guery:

Notice is hereby given that the undersigned Dan L. Ashton has a claim for: access across and damages because of road construction by the contractor, and ground cover destruction on private lands of claimant in the amount of $250.00 (Two Hundred and Fifty Dollars) against the contractors, Groesbeck and Durbin and their bondsman, The General Insurance Company of America, whose agent is Tromp and McKinley Agency, 260 11th Ave. East, Eugene, Oregon.

This contract is State Highway Contract #7104, "Grading and Paving Foster Reservoir Slide Section on U. S. Highway #20 in Linn County".

The above claim has been negotiated by the claimant and responsible agent of the contractors and verbal acceptance by both parties; however the contractor has not as of this date (July 10, 1968) paid the bill which was submitted.

Yours truly,

Dan L. Ashton

DLA/de

NOTE
[illegible]

RECEIVED
JUL 12 1968
OREGON
STATE HIGHWAY COMMISSION

22-1132
7104
C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Foster Reservoir Slide	WEEK ENDING June 22, 1968	SECTION PREFIX 22-1132
HIGHWAY Santiam	COUNTY Linn	
NAME OF JOB Foster Reservoir Slide	KIND OF WORK grading and paving	
CONTRACTOR Groesbeck-Durbin, Inc.	CONTRACT NUMBER 7104	FEDERAL AID PROJECT NUMBER state
DATE OF CONTRACT Nov. 7, 1967	DATE WORK STARTED Nov. 3, 1967	COMPLETION DATE June 13, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 114,506.18	SPECIFIED COMPLETION DATE a. Jan 15, 1968 b. July 15, 1968	PERCENT OF TIME ELAPSED 100 & 87
EXCLUSIVE OF ENGINEERING: $ 105,426.39	ENGINEERING AUTHORIZATION $ 9,079.79	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 101,100	ENGINEERING COST TO DATE $ 18,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104+
ESTIMATED PERCENT: OVERRUN UNDERRUN + 4.4 %	PERCENT OF AUTHORIZATION 199 %	DATE PROJECT WAS COMPLETED: part a. Jan. 5, 1968 b. June 13, 1968

semi-final est submitted on June 21st.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.23	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	68,320 cy	2130 cy			920 T
TOTAL QUANTITIES CORRECTED TO DATE	60,527	2985			1000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES	2300	530			200
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	fair			
TUESDAY	"			
WEDNESDAY	shrs			
THURSDAY	fair			
FRIDAY	overcast			
SATURDAY				

Routing

RECEIVED

CONSTRUCTION
Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

On Tues. Messrs Gerald Wimer, Ass't. Div. Engr., XXXX Keats Oliver, Res. Engr. OSHD, and Gordon Larson, Res. Engr. for Corps Of Engrs. held final inspection.

Semi-final estimate was submitted to Division Office on Friday.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keat Oliver Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 24 1968
FOR FILING

22-11132

7104

May 21, 1968

Mr. Dan L. Ashton
Route 2, Box 215
Sweet Home, Oregon 97386

Dear Mr. Ashton:

This is in reply to your letter of May 20 stating that Groesbeck and Durbin owes you money in connection with their contract on Highway 20, east of Foster.

From the description in your letter, this appears to be in reference to the Groesbeck-Durbin, Inc., Contract No. 7104 for grading and paving on the Foster Reservoir Slide Section of the Santiam Highway in Linn County. The General Insurance Company of America through Tromp & McKinley Agency, 260 11th Avenue East, Eugene, furnished the performance bond on this contract.

This project is approximately 99 percent complete. The only work remaining is some minor paving.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim may be filed at any time on a Highway contract.

Attached are excerpts from the Oregon Laws outlining the filing procedure. This is outlined on Pages 2 and 3.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:wln

DAN L. ASHTON
ROUTE 2, BOX 215
SWEET HOME, ORE. 97386
PHONE 367-4621

[illegible] 20

To State Highway Com.
Salem Ore

#7104

(99.9% Compl - (little paving to do))

Has the contractors Durbin & Groesbeck finished their contract on Hy 20 2 miles east of Foster & if so when will their final settlement be due them? I have a claim against them & the job which they are aware of but have made no move to pay. Please advise me how to file my ~~claim~~ claim if it becomes necessary.

Dan L. Ashton

Cec ✓

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

7104

3 28 68

FOSTER RESERVOIR SLIDE SECTION

SANTIAM HIGHWAY

LINN COUNTY

CONTRACT NO. 7104

Explanation of State Share portion of Billing No. OE 1479, Invoice No. 94270

Guard Rail, Item No. 27 (All state obligation)	$2,904.00
Class "B" Asphaltic Concrete, Item No. 18 (25% state share will be used until final billing)	1,065.85
Construction Engineering, 10.95% x $3,969.85 (Prorated on expenditures to date)	434.70
Preliminary Engineering, 3% x $5,654.20 (Prorated on original authorization, except proration to be determined on final billing.)	282.71
	$4,687.26

FORM E-123X 10M 6-67

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NOV 9 1967
FOR FILING

22-1132
1104

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 8, 1967

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
Foster Reservoir Slide Sec.
Santiam Highway
Linn County
Contract No. 7104

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 31, 1967, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of November 6, 1967.

You are requested to contact Mr. Keats Oliver, Resident Engineer, PO Box 573, Astoria, Oregon 97103, Phone 325-6035 so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to November 6, 1967, in the amount of $1411.19, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
Keats Oliver
H. C. Johnson
F. W. Sugnet

RECEIVED
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

November 7, 1967

Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on October 31, 1967, accepted your proposal for grading and paving on the Foster Reservoir Slide Section of the Santiam Highway in Linn County for the sum of $95,886.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Corps of U. S. Army Engineers is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7104. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

January 15, 1968, is the completion date for all grading and drainage work east of Station 1100+50. July 15, 1968, is the completion date for all work to be done under the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
R. D. Asburry Frank Morgan I. D. Merchant
Keats Oliver L. H. Young C. D. Matthis (SIAC)

RECEIVED
NOV 9 - 1967

FOR FILE

22-1132

NPPEN-DB-2

7114

7 NOV 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Groesbeck and Durbin Inc. bid and anticipated cost contained in your letter of 27 October 1967 concerning the Foster Reservoir Slide Correction, South Santiam Highway, Linn County were reviewed and found acceptable.

Approval of the proposed award by this office is not necessary.

Sincerely yours,

JOHN E. THOMAS, JR.
Lt Colonel, Corps of Engineers
Acting District Engineer

orig to Young
11-9-67

NOTED
F. B. KLABOE

RECEIVED
DEC 8 - 1967
FOR FILING

22-1132

7104

Agenda
4 M

November 1, 1967

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Department of the Army
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Attention: Mr. Robert L. Bangert
Colonel, Corps of Engineers
Contracting Officer

Gentlemen:

Enclosed for your files is a fully executed copy of a supplemental agreement with the Corps of Engineers covering the relocation of the South Santiam Highway (Foster Dam Project Modification) in Linn County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. D. Morgan
Attn: Donald Keyes

RECEIVED
OCT 30 1967

FOR FILING

22-11-3

NPPEN-DB-2

216-4

26 OCT 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Pursuant to arrangement made by your Mr. Donald Trout, we are inclosing for your information prints of our drawings FSP-0-2 and FSD-2-10a showing in red the haul route and location for a fill you are requested to make from waste excavation on South Santiam Highway work near the Foster Dam project.

The volume of material required for the proposed fill is estimated at about 6700 c.y. Compaction is not required but the fill should be shaped as required to present a neat and finished appearance.

When you have negotiated a unit price for the filling with the successful bidder on the highway job we would like to approve same before you authorize him to proceed with the fill.

Sincerely yours,

ROBERT L. BANGERT
Colonel, Corps of Engineers
District Engineer

2 Incls
As stated

orig w/ encl
to Morgan
to handle
10-30-67

NOTED
F. B. KLABOE

RECEIVED
OCT 10 1967
FOR FILING
22-1132
7104

October 10, 1967

Oregon State Highway Commission

Gentlemen:

Reference is made to the area of the Santiam Highway east of Foster recently relocated by the Corps of Engineers at the Foster Dam project.

The pool was recently raised and caused aggravation of an old slide area on the existing highway just beyond the easterly limits of the relocated section. The Corps has agreed to pay for the replacement of this section of road.

A second small slide in a rock cut near the easterly end of the relocated highway has also developed that requires some corrective work. This work will also be paid for by the Corps under the original relocation agreement.

The Corps is planning a future overlook area easterly of Foster Dam adjacent to the new pool in which the Corps would like to have some rock-fill material stockpiled. The Corps will pay for this work.

The Corps has requested that we prepare plans and specifications and let a contract to accomplish all the above work. Our plans and specifications are nearly complete and we can take bids at the October 26 bid opening.

Our only responsibility in the above work will be for the additional cost involved in paving the shoulders and for the installation of guardrail. These items are betterments as compared to what now exists and should be paid for by the State.

The estimated construction costs for this work are as follows:

Corps' Share	$146,600.00
State's Share	5,600.00
Total Contract	$152,200.00

The State's share will have to come from State funds.

The Corps has prepared a modification to our existing Foster Reservoir contract.

It is necessary that this work be done as soon as possible to provide a new route for the traffic in case the slide in the existing road should go out this winter.

Chairman Jackson verbally approved this matter on October 6. We request your confirmation of the Foster Dam Project Modification Agreement, the letting of this contract, and the adding of the State's share in the amount of $5,600 to the current State Construction Program.

This item will be on the agenda for the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
R. D. Asburry

DLT:fw kf

RECEIVED
SEP 29 1967
[illegible]

22-1132

7104

September 29, 1967

District Engineer
Corps of Engineers
Portland District
628 Pittock Block
Portland, Oregon 97205

Attention Mr. Bill Donner

Gentlemen:

In response to your telephone request of September 21, we have enclosed a copy of our preliminary estimates for work on the South Santiam Highway near the Foster Dam project. These estimates reveal the estimated cost for relocating a portion of the existing highway at a slide area that was aggravated by the raising of the Foster Dam pool, the cost for repairing a cut slope slide problem near the intersection of the South Santiam Highway and the relocated Quartzville Road and the cost for transporting some of the excess material from the cut slide area to a proposed future overlook area nearer Foster Dam. These estimates have been prepared from preliminary design data and are subject to revision as the final design is completed.

It is our practice to pave all shoulders on our state highways. We will pay for the additional cost of paving the shoulders on this project. Since there is very little guardrail in the area of this relocation, we will pay the cost for the new guardrail. The existing twin 36-inch culvert pipes near the easterly end of the relocation area have collapsed and are being replaced at this time with a 60-inch corrugated metal pipe by our state forces. This pipe will have to be extended under this proposed contract. We have included the cost for this work in the Corps' share.

The enclosed estimates are broken down as follows:

No. 1	Total Contract
No. 2	Total Corps of Engineers' Share
2a	Relocation Area
2b	Quartzville Road Slide Area
2c	Haul on the excess material for the proposed overlook
No. 3	Total State's Share

The above estimates are for construction items only and contain nothing for right-of-way.

Also enclosed are preliminary copies of the plan sheets.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young - Encs.
R. D. Asburry - Encs.

DLT:ss srb

No. 1 Total Contract

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Foster Reservoir slide section Unit ____
Prefix 22-1497
Highway South Santiam Highway County Linn
Date sept. 1967
Length 0.3 Designer Davies Draftsman ____
Signed ____ Title ____

Grading & Drainage	$ 106 769
Surfacing	$ 21,411
Extra Work	

Flagging	$ 2000
Adjust Utilities	2500
*Seeding & Mulching	450

* To be done by state forces

Total Extra Work	$ 4950
TOTAL	$ 133130
+ 20% Engineering and Contingencies	$ 26626
Structures	

PRELIMINARY COPY
SUBJECT TO CHANGE

Total Structures	$
Right of Way	$
Total Estimated Cost	$ 159756

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Foster Reservoir slide section Unit
Highway South Santiam County Linn Prefix SS-1497
Length 0.3 Designer Davies Draftsman Date Sept. 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing ✓	All	4.2 A.	—	4.2 A		5000
Ditch Excavation Unclassified	cu. yd.	211	19	230	3.00	690
General Excavation Unclassified	cu. yd.	62106	6214	68320	1.25	85400
Extra for selecting & Hauling "R" Line Materials	cu yd	4000	400	4400	0.50	2200
Extra for selecting & Hauling Stock Pile materials	cu yd	3000	300	3300	0.50	1650
Extra for selected Rock slope surfacing Material	cu yd	2377	233	2610	0.35	914
Finishing Roadbed & slopes	Mile	0.3	—	0.3	1500.00	450
Rounding cut Banks	lin ft	1100	100	1200	0.25	300
Trench Excavation	cu. yd.	138	12	150	3.50	525
Special Backfill in Drain	cu yd	31	4	35	8.00	280
Furnishing & placing Top soil	cu yd	640	60	700	3.50	2450
Watering	M. Gal	52	8	60	4.00	240
Obliteration of Roadway	sta.	5.75	.25	6	75.00	450
3/4"-0 Material in Base	cu yd	319	31	350	4.00	1400
Stone Base	cu yd	1619	161	1780	3.75	6675
3/4"-0 Aggregate in prime coat	cu yd	25	5	30	7.00	210
RC-250 Asphalt in Prime coat	Ton	4	1	5	55.00	275
Asphalt in Tack coat	Ton	0.55	—	0.55	75.00	41
Class B Asphalt concrete	Ton	835	85	920	10.00	9200
12" Culvert pipe	lin. ft.	28	2	30	4.00	120
24" Culvert pipe	lin. ft.	126	14	140	10.00	1400
60" Culvert pipe	lin. ft.	26	4	30	40.00	1200
8" Drain pipe	lin. ft.	350	50	400	2.50	1000
18" Culvert End section	ea.	1	1	2	45.00	90
Concrete inlets Type G-2M	ea.	2	1	3	150.00	450

PRELIMINARY COPY SUBJECT TO CHANGE

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Foster Reservoir slide section Unit
Highway South Santiam County Linn Prefix 22-1097
Length 6.3 Designer Davies Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Extra for A.C. Conc. Appr.	ea	1	—	1	50.00	50
Reinforced Ditch Lining	sq.yd.	200	20	220	10.00	2200
Guide Posts W-1	ea	18	2	20	8.50	170
Guard Rail Type 2 A	lin.ft.	650	50	700	4.50	3150

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 128180

No. 2 Total corps of Engineer's shore

~~OREGON STATE HIGHWAY DEPARTMENT~~

QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam Highway County Linn Prefix 22-1497
Length 0.3 Designer Davies Draftsman ______ Date Sept. 1977
Signed ______ Title ______

Grading & Drainage		$ 106 769
Surfacing		$ 16 561
Extra Work		
Flagging	$ 2000	
Adjust Utilities	2500	
* Seeding & Mulching	450	
Total Extra Work		$ 4950
TOTAL		$ 128 230
+ 20% Engineering and Contingencies		$ 25 656
Structures	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 153 936

* To be done by State forces

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section *Foster Reservoir Slide Section* Unit ______
Highway *South Santiam Highway* County *Linn* Prefix *22-1451*
Length *0.3* Designer *Davies* Draftsman ______ Date *Sept 1967*

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All	1.2 A	-	1.2 A		5000
Ditch Excavation Unclassified	cu yd	211	19	230	3.00	690
General Excavation Unclassified	cu. yd	62106	6214	68320	1.25	85400
Extra for Selecting & Hauling "R" Line Materials	cu yd	4000	400	4400	0.50	2200
Extra for selecting & Hauling Stockpile Materials	cu yd	3000	300	3300	0.50	1650
Extra for selected Rock slope surfacing Material	cu yd	2377	233	2610	0.35	914
Finishing Roadbed & slopes	Mile	0.3	-	0.3	1500.00	450
Rounding Cutbanks	Lin. ft.	1100	100	1200	0.25	300
Trench Excavation	cu yd	138	12	150	3.50	525
special Backfill in Drains	cu yd	31	4	35	8.00	280
Furnishing & placing Top soil	cu yd	640	60	700	3.50	2450
Watering	M-Gal	52	8	60	4.00	240
Obliteration of Roadway	sta.	5.75	0.25	6	75.00	450
3/4-0 Material in Base	cu. yd	454	46	500	4.00	2000
Stone Base	cu yd	1619	161	1780	3.75	6675
3/4-0 Aggregate in prime coat	cu yd	25	5	30	7.00	210
RC-250 Asphalt in prime coat	Ton	4	1	5	55.00	275
Asphalt in Tack coat	Ton	0.55	-	0.55	75.00	41
Class B Asphalt Concrete	Ton	626	64	690	10.00	6900
12" Culvert pipe	lin. ft.	28	2	30	4.00	120
24" Culvert pipe	lin. ft.	126	14	140	10.00	1400
60" Culvert pipe	lin. ft.	26	4	30	40.00	1200
8" Drain pipe	lin. ft.	350	50	400	2.50	1000
18" Culvert End Section	ea	1	1	2	45.00	90
Concrete Inlets Type G-2M	ea	2	1	3	150.00	450

PRELIMINARY COPY
SUBJECT TO CHANGE

Total ______

OR ON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam Highway County Linn Prefix 22-1497
Length 0.3 Designer Davies Draftsman ______ Date Sept. 1962

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Extra for A.C. Conc. Appr	ea	1	–	1	5000	50
Reinforced Ditch Lining	sq yd	200	20	220	10.00	2,200
Guide Posts W-1	ea	18	2	20	8.50	170

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 123330

2 a Relocation Area

~~OREGON STATE HIGHWAY DEPARTMENT~~

QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Foster Reservoir slide section Unit ____
Highway South Santiam Highway County Linn Prefix 12-1497
Length 0.21 Designer Davies Draftsman ____ Date Sept 1967
Signed ____ Title ____

Grading & Drainage		$ 63945
Surfacing		$ 16561
Extra Work		
Flagging	$ 1250	
Adjust Utilities	2500	
*Seeding & Mulching	315	
Total Extra Work		$ 4065
TOTAL		$ 84571
+ 20% Engineering and Contingencies		$ 16914
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 101485

* To be done by state forces

PRELIMINARY COPY
SUBJECT TO CHANGE

2 a

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam Highway County ______ Prefix 22-1497
Length 0.21 Designer Davies Draftsman ______ Date Sept. 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					4000
Ditch Excavation Unclassified	Cu Yd	40	4	44	3.00	132
General Excavation Unclassified	Cu Yd	41616	4164	45780	1.25	57225
Finishing Roadbed & slopes	Mile	0.21	–	0.21	1500.00	315
Rounding Cut Banks	Lin.Ft.	1100	100	1200	0.25	300
Trench Excavation	Cu Yd	53	5	58	3.50	203
Watering	M-Gal	52	8	60	4.00	240
Obliteration of Roadway	Sta.	5.75	0.25	6	75.00	450
3/4-0 Material in Base	Cu Yd	454	46	500	4.00	2000
Stone Base	Cu Yd	1619	161	1780	3.75	6675
3/4-0 Aggregate in prime coat	Cu Yd	25	5	30	7.00	210
RC-250 Asphalt in prime coat	Ton	4	1	5	55.00	275
Asphalt in Tack Coat	Ton	0.55	–	0.55	75.00	41
Class B Asphalt Concrete	Ton	626	64	690	10.00	6900
12" Culvert Pipe	Lin.Ft.	28	2	30	4.00	120
60" Culvert Pipe	Lin.Ft.	26	4	30	40.00	1200
Extra for A.C. Conc. Appr	ea	1	–	1	50.00	50
Guide Posts W-1	ea	18	2	20	8.50	170

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 80506

2 b Quartzville Road slide Area

~~OREGON STATE HIGHWAY DEPARTMENT~~

QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______

Highway South Santiam County Linn Prefix 22-1497

Length 0.09 Designer Davies Draftsman ______ Date ______

Signed ______ Title ______

Grading & Drainage	$ 38 974
Surfacing	$
Extra Work	

Flagging	$ 750
* Seeding & Mulching	135

*To be done by state forces

Total Extra Work	$ 885
TOTAL	$ 39 859
+ 20% Engineering and Contingencies	$ 7972
Structures	
	$
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 47 831

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE
Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam County Linn Prefix 22-1107
Length 0.09 Designer Davies Draftsman ______ Date Sept 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					1000
Ditch Excavation Unclassified	Cu yd	171	15	186	3.00	558
General Excavation Unclassified	Cu yd	20490	2050	22540	1.25	28175
Extra for Selected Rock Slope Surfacing Material	Cu yd	2377	233	2610	.35	914
Finishing Roadbed & slopes	Mile	0.09	-	0.09	1500.00	135
Trench Excavation	Cu yd	85	7	92	3.50	322
special Backfill in Drains	Cu yd	31	4	35	8.00	280
Furnishing & placing Top soil	Cu yd	640	60	700	3.50	2450
24" Culvert pipe	lin. ft.	126	14	140	10.00	1400
8" Drain pipe	lin. ft.	350	50	400	2.50	1000
18" Culvert End section	ea	1	1	2	45.00	90
Concrete Inlets. Type G-2M	ea	2	1	3	150.00	450
Reinforced Ditch Lining	sq yd	200	20	220	10.00	2200

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 38974

No 2C Haul on the excess Material for the proposed overlook.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Foster Reservoir slide section Unit ____
Highway South Santiam Highway County Linn Prefix 22-1407
Length 0.3 Designer Davies Draftsman ____ Date Sept 1967
Signed ____ Title ____

Grading & Drainage	$ 3850
Surfacing	$
Extra Work	
Total Extra Work	$
TOTAL	$ 3850
+ 20% Engineering and Contingencies	$ 770
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 4620

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam Highway County Linn Prefix 22-1497
Length 0.3 Designer Davies Draftsman ______ Date Sept 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Extra for selecting & Hauling R Line Materials	cu yd	4000	400	4400	0.50	2 200
Extra for selecting & Hauling Stockpile Materials	cu. yd	3000	300	3300	0.50	1650

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 3850

No. 3 Total States Share

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Foster Reservoir Slide section Unit ____
Highway South Santiam Highway County ____ Prefix 22-1497
Length 0.3 Designer Davies Draftsman ____ Date Sept. 19
Signed ____ Title ____

Grading & Drainage	$
Surfacing	$ 4850
Extra Work	
Total Extra Work	$
TOTAL	$ 4850
+ 20% Engineering and Contingencies	$ 970
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 5820

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Foster Reservoir slide section Unit ______
Highway South Santiam Highway County ______ Prefix 22-1497
Length 0.3 Designer Davies Draftsman ______ Date Sept. 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Class B Asphalt conc.	Ton	209	21	230	10.00	2300
Guard Rail Type 2-A	lin.ft	650	50	700	4.50	3150
Less						
3/4"-0 Material in Base	Cu.Yd.	135	15	150	4.00	- 600

PRELIMINARY COPY
SUBJECT TO CHANGE

Total 4850

RECEIVED

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

2[illegible]32
NPPEN-DB-2
7104

19 SEP 1967

Mr. Forrest Cooper
State Highway Engineer
1980 Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in reply to your letter of 3 August 1967 concerning repair work to Oregon State South Santiam Highway, Foster Project, under supplemental agreement to contract No. DA-35-026-CIVENG-65-418.

Subsequent studies of the slide area located at station 1108 (approximately) have developed an alternate alignment which you now have under consideration. A preliminary cost estimate indicates a cost of approximately $100,000. Reimbursement will be made to the State for all reasonable incurred costs under the terms of the supplemental agreement. Cost of remedial action at the rock slide area near the Quartzville intersection including hauling excess rock to the designated disposal areas at the Foster viewpoint will be made under the terms of the basic contract. A drawing showing the two disposal areas requiring approximately 7,000 cu. yds. was furnished Mr. Donald Trout on 14 September 1967 with Corps requirements as to rock quality.

The final draft of the supplemental agreement is in preparation and will be mailed for your review and signature within a few days.

Sincerely yours,

Robert L. Bangert
ROBERT L. BANGERT
Colonel, Corps of Engineers
District Engineer

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 22 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

RECEIVED
SEP 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1 1967

SP*23811-734

22-1132
7124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1967

SUBJECT: Foster Lake Slide
South Santiam Highway

To:

MEMO TO THE FILES

On August 15, 1967, Mr. Bill Donner, Chief of the Relocations Section, Portland District Corps of Engineers, came in to discuss the above slide problem. Present at the meeting, in addition to Mr. Donner, in Mr. Barbee's office were Mr. D. J. Barbee, Mr. R. D. Asburry, Mr. G. W. Wimer and myself.

Mr. Donner stated that they recognized that although this was an old slide, they felt that the condition had recently been aggravated by the raising of the Foster Pool. They have requested authority from their higher headquarters for funds in the amount of $80,000 to repair this slide.

Since the Corps received our preliminary estimate of $275,000, which was based on present day standards of 12-foot lanes, 8-foot shoulders and 6:1 rock slopes, they feel they could possibly repair the existing slide for much less cost. We recognize they are only required to replace or repair in kind. This would cost less than our estimate. They plan to investigate the possibility of placing a rock toe at the base of the slide. If this does not prove feasible, they will consider relocating the existing highway as we did.

Mr. Donner said they would contact us as their investigation progresses.

0310N

Donald
Donald L. Trout
Rural Engineer

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DLT:fw
cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry

RECEIVED
AUG 4 1967

FOR FILING

33-1132

7104

August 3, 1967

District Engineer
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

1738

MISC. CONTRACTS and AGREEMENTS No. 2861

Dear Sir:

Reference is made to your letter of July 24 concerning an amendment to Agreement No. DA-35-026-CIVENG-65-418 which is for the relocation of the South Santiam Highway at the Foster Reservoir.

This supplemental agreement has been reviewed and is found to be satisfactory. The estimated cost for this work including the cost of right-of-way is approximately $275,000.

There will be surplus excavation material from this proposed realignment. Our Mr. J. B. Boyd consulted your Mr. Bill Donner regarding the possible use of this material to build up a view point near the westerly end of Foster Reservoir. We could arrange for this in our contract if the Corps would be willing to pay for the cost of hauling this material. Otherwise, we would leave it up to our contractor to dispose of the material.

There is a rock cut slide at the intersection of the Quartzville Road and the relocated South Santiam Highway that we would like to have taken care of by the contractor doing the above work. The slide can probably be corrected by flattening the backslope. We feel the State should be reimbursed the entire cost for this work. The approximate cost is $35,000.

Your concurrence or comments are requested on the above matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

DLT:ss srb

RECEIVED
JUL 14 1967

22-1132

7104

July 13, 1967

1187

John E. Thomas, Jr.
Lt. Colonel, Corps of Engineers
Acting District Engineer
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

Your letter of July 6, regarding a settlement condition within the right-of-way of Oregon State Highway No. 20 approximately 2.7 miles upstream from Foster, Oregon in a section bordering the Foster Dam and Reservoir Project, has been referred to Mr. R. D. Asburry, Division Engineer, State Highway Department, Salem.

Mr. Asburry will proceed with such survey work as is necessary to prepare drawings and accomplish the highway alteration on a reimbursable basis. It is suggested that you submit such modification of our present agreement contract as may be necessary so that the State Highway Department may review same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FDM:fw mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

6 JUL 1967

NPPEN-DB-2

Routing
1 Morgan MM
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Reference is made to a settlement condition within the Right-of-way of Oregon State Highway #20 approximately 2.7 miles upstream from Foster, Oregon in a section bordering the Foster Dam and Reservoir Project. The settlement which is apparently pool aggravated was investigated by members of this office accompanied by Mr. Howard Johnson and subsequently discussed with Mr. Frank Morgan.

We propose to modify our present agreement contract with the State of Oregon, Contract No. DA-35-026-CIVENG-65-418, under the authority contained in Section 9 of Public Law 526, to incorporate a highway realignment about 1000 feet in length bypassing the settlement area. Our proposal further provides that your department prepare the necessary drawing and accomplish the highway alteration on a reimbursable basis, subject to higher headquarter approval. Reimbursement would be to the same standards as the existing road and any improvement in design would be considered nonreimbursable betterments.

Your consideration and concurrence in accomplishing the realignment as outlined would be appreciated.

Sincerely yours,

JOHN E. THOMAS, Jr.
Lt. Colonel, Corps of Engineers
Acting District Engineer

Copy to Asbury
Called Floyd he will
investigate Req for Survey
so we can get on with
this job, also he will
review Cont. No DA-35
so work can be progressed
and covered by
cont.
MM

RECEIVED
JUL 7 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7-(10) Willamette R. (W. Linn) Br. 1967
298 Sec. of the E. Portland Frwy.
#7105 (Grad., Pav., Stru., Sign. & Ill.) #4

C&A 3125
&
3132

3505

3552

RR 597

7105

12

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: October 30, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Claim Settlement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Based on the information submitted with Mr. Keasey's October 23 letter Federal-aid participation in the claim settlement on the subject project is approved as requested.

for Walach
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
NUV 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 3 '75
REFER TO
Coulter - Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

cy sent 11/5

1165

GOVERN DEPART TRANSPORTATION

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 14, 1975

In reply refer to: 1041DA1

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
U.S. District Court Judgment,
Case No. 71-158

NOTED
H. S. COULTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Keasey's September 29 letter requested Federal-aid participation in the subject court-ordered settlement of $25,373.86 effective October 1, 1973. Since this office is not familiar with the details of this claim it will be necessary for the State to submit a detailed written explanation for our evaluation.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
Coulter
FOR ✓

REFER TO
Const. -
BY ASST. STATE HWY. ENGR.
Please furnish info
~~to FHWA~~

RECEIVED
OCT 16 1975
Office of
Assistant State Highway Engineer

10-17-75
Original to Keasey
to furnish info

SEP 5 - 1972
FOR FILI

7105

file

August 31, 1972

General Insurance Co. of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, Oregon 97201

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen

A post-final payment for $30,638.80 will be made to Willamette-Western Corp. - Donald M. Drake Company on Contract No. 7105 for work on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $15,246,633.51, including the post-final payment. Of the total, $126,020.17 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Willamette-Western Corp. and
  Donald M. Drake Company
 Foot of N. Portsmouth Avenue
 Portland, Oregon 97203

 Jewett, Barton, Leavy & Kern
 Morgan Building
 Portland, Oregon 97205
bc C. T. Keasey
 Walt Hart
 V. E. Skoog
  Attn: John Kerr
 J. E. Boyd

5

RECEIVED
JUL 18 1972

FOR FILING

7105

July 12, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut   06103

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon   97201

Gentlemen:

A second post-final payment for $12,630 will be made to Willamette-Western Corporation and Donald M. Drake Company on Contract No. 7105 for work on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $15,197,796.71 including the second post-final payment. Of the total, $126,020.17 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Willamette-Western Corp. and
  Donald M. Drake Company
  Foot of N. Portsmouth Avenue
  Portland, Oregon   97203

  Jewett, Barton, Leavy & Kern
  Morgan Building
  Portland, Oregon   97205

bc C. T. Keasey
  Walt Hart
  V. E. Skoog
    Attn: John Herr
  L. W. Rulien

RECEIVED
JUL 11 1972
FOR FILING

7105

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 30, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(10)298
Willamette River (West Linn) Bridge
Contractor's Claim

cy [illegible]
[illegible]
L. D. Gilham
L. N. Young
L. H. [illegible]
7-7-72

The information contained in Mr. Johnson's April 13, 1972, letter along with the detailed explanation of each claim item has been reviewed. Based on the information submitted, I concur in the proposed settlement of the amount of $50,638.80 on a participating basis as requested.

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7-6-72
al

Rec'd 7-7-72

NOTED
TOM EDWARDS

JUL 5 1972

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1972

FOR FILING
7105

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 12, 1972

TO L. Rulien
Region 1 Engineer Attention: Al Harwood

FROM R. W. Ellison FOR Walter Hart
Bridge Administration Engineer

SUBJECT Willamette River (West Linn) Br.
East Portland Freeway
Contract 7105
Price Agreement No. 42

I have worked out a settlement with the contractor on the subject project for additional wage escallation costs incurred due to the State's delay of the project. This delay involved revisions to the steel box girders.

Per our telephone conversation this date, please submit the enclosed price agreement to Mr. Tony Wilkinson of Willamette Western Corporation for submittal.

The price agreement will be processed as soon as possible upon return to this office.

RWE/ag
Attachs.

cc A. E. Johnson
C. Keasey
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1972
FOR FILING

Form FHWA-121 ([illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7105

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 31, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Contractor's Claim for Wage Escalation

Based on the information contained in Mr. Johnson's May 19, 1972 letter and the attached report, I concur in the $12,630 settlement of the contractor's claim for wage escalation caused by delays due to box girder revisions on the subject project.

6-5-72
Hart

RECEIVED
JUN [illegible] 1972
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED

FOR FILING

7105

KENNEDY & KING
ATTORNEYS AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204

JACK L. KENNEDY
GARR M. KING
DENNIS W. SKARSTAD

AREA CODE 503
TELEPHONE 226-3007

May 23, 1972

COPY

Willamette River Constructors
A Joint Venture of Willamette-
Western Corporation and
Donald M. Drake Company
P. O. Box 231
Oregon City, Oregon 97045

Re: H. B. Painters, Inc. --
West Linn Bridge

Gentlemen:

We represent H. B. Painters, Inc. The sum of $22,907.48 is past due and owing for labor and services performed by H. B. Painters, Inc. for you in connection with painting and related services on the West Linn Bridge. This is a separate matter, not involved in the litigation now pending in the U. S. District Court for the District of Oregon, Civil No. 71-158.

You determined that this amount was correct after negotiations with H. B. Painters, Inc., but have delayed and refused to pay it. Enclosed is a copy of your letter dated January 26, 1972, requesting a confirmation that this amount is the sum due. You were advised that except for amounts claimed in the above described litigation this was the correct amount due to H. B. Painters, Inc.

Unless this sum is paid within ten days, it will be necessary to commence an action to recover the amount due, with interest and costs and such additional damages as the circumstances may warrant.

A copy of this letter with enclosures is being forwarded to your attorneys and the State of Oregon.

Very truly yours,

KENNEDY & KING

Jack L. Kennedy

NOTED
FLOYD QUERY

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Ok ✓

JLK:jr
Enclosure
cc: Mr. Norman B. Kobin
cc: Oregon State Highway Commission
cc: Mr. Harold Brinkley
H. B. Painters, Inc.

WILLAMETTE RIVER CONSTRUCTORS
A JOINT VENTURE OF WILLAMETTE-WESTERN CORPORATION AND DONALD M DRAKE COMPANY
POST OFFICE BOX 231 • OREGON CITY, OREGON 97045
TELEPHONE (503) 655-2509

Rec 1/28/72

January 26, 1972

① ← File

H. B. Painters
P. O. Box 6852
Kennewick, Washington 99336

Attention: Merle Mart Re: West Linn Bridge

Gentlemen:

In response to your letter dated January 4, 1972 please find WRC #12 estimate voucher enclosed.

We would appreciate a confirmation that the amount $22,907.48, is the balance due on your contract with Willamette River Constructors.

Sincerely yours,

WILLAMETTE RIVER CONSTRUCTORS

Dan A Davis

Dan Davis
Office Manager

DD:js

Answered. 1-31-72

RECEIVED
MAY 24 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 19 1972

FOR FILING

7105

May 19, 1972

TO Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Willamette River (West Linn) Bridge
Contract 7105
Contractor's Claim for Wage Escalation
Caused by Delay Due to Box Girder Revision

The contract for the subject project was awarded to Willamette River Constructors on January 11, 1968 and work began January 25, 1968. On May 22, 1968 the contractor's steel fabricator received telephonic notice from Moffat, Nichol and Bonney, Inc. (design consultant for the structure) of impending changes for the floor beam to box girder connections for the structure. Revised plans showing these changes were released to the contractor on September 25, 1968 and revised shop drawings were approved and forwarded to the contractor on November 25, 1968. The total delay time from May 22 to November 25 was 187 days or approximately six months. (See Oregon State Highway Division letter of December 10, 1968 and Bureau of Public Roads letter of December 11, 1969.)

The contractor's fabricator, American Pipe and Construction Company, in their letter of November 10, 1969 claims that this revision delayed their start of fabrication from July 1, 1968 until December 13, 1968, a period of five and one-half months. The fabricator also mentions intangible delays in excess of this period but does not present any definite figures. The five-and-one-half-month period is thus considered to be the actual delay in fabrication and is approximately equal to the total delay time indicated above.

(more)

This five-and-one-half-month delay in fabrication caused a subsequent five-and-one-half-month delay in the field erection of structural steel and the subsequent work. The contractor submitted a claim for $22,276.66 as compensation for wage escalation costs which would not have been incurred if he had not been delayed. (See Willamette-Western Corporation letter of December 24, 1970.)

Subsequent investigations, negotiations and an audit have resulted in a figure of $12,630 for which the contractor and the state have agreed to settle the matter of wage escalation. The amount arrived at was determined in the following manner:

1. The actual time required for construction of the structural steel spans was plotted in the form of a construction schedule.
2. This actual construction period was moved back five and one-half months (the length of the delay) and plotted as a theoretical construction schedule to indicate what would have occurred if there had been no delay.
3. The dates of wage escalation for each craft were plotted on the same chart.
4. Using the theoretical schedule, the time (in days) during which each craft would have worked prior to its wage escalation was calculated. This was time at the beginning of the theoretical schedule.
5. Since all work was actually done after wage escalation had occurred, the contractor was required to pay escalated wages for a period which would not have been necessary if the work had been done during the theoretical period. This is the time indicated in Step 4. The amount involved in wage escalation during this period (a different time period for each craft) is allowed in settlement of this claim.
6. A second wage escalation for carpenters went into effect near the end of the

(more)

actual construction period. This second escalation would not have been involved if work had progressed on the theoretical (no delay) basis and is also allowed in settlement of this claim.

7. The amount of the claim settlement includes the wage escalation time shown in Steps 4 and 6.

The wage escalation period involved for each craft including hours, amount of increase and total is shown in the attached tabulation.

The hours involved are those claimed by the contractor. They have been reviewed by our auditor, Mr. Jess Jones, and found to be reasonable. The wage escalations have also been checked by Mr. Jones and found to be correct.

Your concurrence in this settlement on a participating basis is requested.

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
Vern Skoog
L. H. Young
L. I. Lindas
L. W. Rulien

RWE:ag ja

FOR FILING

7105

May 4, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $10,500 will be made to Willamette-Western Corp.-Donald M. Drake Company on Contract No. 7105 for work on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $15,185,166.71 including the post-final payment. Of the total $126,020.17 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Willamette-Western Corp.-
Donald M. Drake Co.
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
[illegible]
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7105

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 3, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-205-7(10)298

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7105, Price Agreement No. 41

Project Willamette River (West Linn) Bridge

Highway East Portland Freeway

County Clackamas

This Agreement covers a final claim settlement for all extra work performed in connection with roadwork items.

A significant part of the settlement was the underrun of the plan quantities of embankment in the West Linn area of the project. This was resolved as a portion of the haul of materials settlement, Item #4.

Copies of the Engineer's letter of explanation and cost justification are attached.

This claim settlement was tentatively recommended for approval by the Federal Highway Administration Area Engineer, April 21, 1972.

Your approval as of April 21, 1972 is requested.

BMW:bb
Attachments

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7105

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 13, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM

A. E. Johnson
Assistant State Highway Engineer

SUBJECT Willamette River (West Linn) Bridge
Contract 7105
Contractor's Claim Additional Fabrication
Costs for Box Girder

The contract for the subject project was awarded to Willamette River Constructors on January 11, 1968 and work began January 25, 1968. On May 22, 1968 the contractor's steel fabricator received telephonic notice from Moffat, Nichol and Bonney, Inc. (Design Consultant for the structure) of impending changes for the floor beam to box girder connections for the structure.

Revised plans showing these changes were released to the contractor on September 25, 1968 and revised shop drawings were approved and forwarded to the contractor on November 25, 1968.

The period May 22, 1968 to November 25, 1968, 187 calendar days, is the overall delay as the contractor's fabricator could not proceed with an orderly schedule of production until all shop details were available to him. These dates are indicated in Mr. Edwards' letter to Mr. Simpson dated September 10, 1969 and agreed to by Mr. Simpson's reply of December 11, 1969. (See attached.)

Initially the revision included the use of welded connections. However a review of the costs of implementing this revision (Revision "A") indicated it was not economically justifiable and in September, 1968, the contractor was directed to proceed with the detailing of an alternate revision (Revision "B") (See resident engineer's letter of September 25, 1968.)

As a result of these delays the prime contractor submitted claims for additional costs relative to fabrication. On July 13, 1970 the prime contractor submitted a claim reflecting his supplier's costs in the amount of $77,813.59. (See Willamette River Constructors' letter of July 13, 1970.)

Further negotiations and discussions resulted in a re-evaluation and resubmission of the claim in the amount of $69,014.30. (See Willamette River Constructors' letter of February 8, 1971.)

Subsequently an audit of the claim was made by Mr. Jess Jones, Oregon State Highway Division Auditor. (See auditor's report of November 1, 1971) As a result of this audit and further investigation and negotiation the sum of $50,638.80 was mutually agreed upon with the contractor as settlement of the claim items of his letter of February 8, 1971. The items as agreed upon are as follows:

No.	Item	Claimed Amount	Agreed Amount
1	Structural Steel for Revision "B"	$ 12,951.20	$ 12,951.20
2	Stocking Charge for Deleted Materials	$ 2,066.60	$ 2,066.60
3	Isaacson Structural Steel Co. Office Engineering	$ 2,500.00	$ 2,500.00
4	American Pipe Co. Plant Engineering	$ 2,400.00	-0-
5	American Pipe Co. Office Engineering	$ 2,880.00	$ 2,880.00
6	Re-detailing Costs	$ 19,458.00	$ 8,640.00
7	Interest on Material Investment	$ 20,199.00	$ 20,199.00
	Suppliers Mark-Up	$ 2,473.80	-0-
	Prime Contractors Mark-Up	$ 4,085.70	$ 1,402.00
	Total	$ 69,014.30	$ 50,638.80

Item 7, Interest on Material Investment, has been referred to our Chief Counsel. It is his opinion that this is a legitimate claim and should be honored.

A detailed explanation of each item is attached. Your concurrence in this settlement on a participating basis is requested.

RWE/ag (Attach.) cy - Tom Edwards
cc: W. J. Hart - F. B. Klaboe
V. Skoog
L. Young
L. Lindas
L. Rulien

STATE COPY

Monthly transaction number
3-103

Project report number
10

Modification number
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

3-24-72

State
regon

County
Clackamas

Project number
I-205-7(10)298

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, , 19 68 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,824,619	$ 15,950,000
Federal funds	$ 15,522,300	$ 14,715,400
Other revisions		

This modification is made for the following reasons:

to include authorizated items previously retained in program status and decrease in cost due to elimination of bid item, reduction of quantities and estimated cost of construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March , 1972 .

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Oregon State Highway Division
(Official name of Highway Department)

By F B Klaboe

Deputy
~~Assistant~~ State Hwy. Engr.
(Title)

By

(Title)

By

(Title)

By
(Division Engineer)

R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Divi n

Federal-aid
Project No. I-205-7(10)298

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION OF I-205 FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon March 23, 1972

Revised Project Agreement Estimate

Type Code 0010
Roadway Grading (Sta. 703+50 to Sta. 707+83)(Sta. 735+40 to Sta. 737+50)

Sub-total on previous estimate of January 22, 1968			$1,661,531.00
Previous estimate			
Embankment in Place	343,300 cu. yd.	1.05	360,465.00
Revised estimate			
Embankment in Place	284,500 cu. yd.	1.05	298,725.00
SFO 1 Pavement Striping	All Required (80%)		400.00
Oregon City Sewer			
P.A. 6 12-inch Sanitary Sewer Pipe	693 lin. ft.	5.00	3,465.00
" " Trench Excavation	774 cu. yd.	5.75	4,450.50
" " Plug Existing Pipes	Lump sum		230.00
" " Extra for Sewer Pipe	Lump sum		1,150.00
" " Concrete Manholes	2 only	575.00	1,150.00
" " Reconstruct Manholes	1 only	850.00	850.00
" " Adjust Manholes	3 only	175.00	525.00
Oregon City Water			
EWO 4 Install 2-inch Water Line	All Required		784.30
West Linn Sewer & Water			
EWO 2 Relocate Sanitary Sewer	All Required		4,660.47
EWO 3 Adjust & relocate Sewer & Water Lines	All Required		27,275.00
EWO 5 Place Landscape Rocks	All Required		500.00
			$ 344,165.27
	Net Decrease		$ 16,299.73

Sub-total	$ 1,645,231.27
Engr. & Cont.	104,768.73
Total	$ 1,750,000.00

Type Code X031
Bridge (Sta. 707+83 to Sta. 735+40)

Sub-total on previous estimate of January 22, 1968		$13,633,578.00
Previous estimate		
Approach Undercrossing	All Required	$ 300,000.00
Revised estimate		
Approach Undercrossing	All Required	Deleted
	Net Decrease	$ 300,000.00
	Sub-total	$13,333,578.00
	Engr. & Cont.	866,422.00
	Total	$14,200,000.00

Length of Grading - - - - - - - - - - - - - - - -	0.122 mile
Length of Structure - - - - - - - - - - - - - - -	0.522 mile
Total	0.644 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,750,000.00	$ 1,614,500.00	$ 135,500.00
Structure	14,200,000.00	13,100,900.00	1,099,100.00
Total	$15,950,000.00	$14,715,400.00	$1,234,600.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1097
Contract No. 7105

Fo pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 2-25

PROJECT REPORT NO. 4

FORM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

2-1-68

ATE Oregon

COUNTY Clackamas

PROJECT NO. I-205-7(10)298

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (West Linn) Bridge Section of I-205 Freeway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-9-67	0.644
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,824,619	$ 15,522,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Straw

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer February 1, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Depa ant

Federal-Aid
Pr ct No. I-205-7(10)298

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION
OF I-205 FREEWAY IN CLACKAMAS COUNTY

Project agreement estimate.

Salem, Oregon, January 22, 1968

Type Code 0010
Roadway Grading (Sta. 703+50 to Sta. 707+83)(Sta. 735+40 to Sta. 737+50)
(Contract No. 7105)

Demolition of Buildings	All Required		$ 307,930.00
Clearing and Grubbing	All Required (96%)		281,616.00
Ditch Excavation	1,840 cu.yd.	$ 1.25	2,300.00
Embankment Foundation Excavation, Unclass.	1,600 cu.yd.	1.15	1,840.00
Embankment in Place	343,300 cu.yd.	1.05	360,465.00
Rock Embankment in Place	6,200 cu.yd.	2.50	15,500.00
Finishing Roadbed & Slopes	All Required (60%)		6,300.00
Trench Excavation	3,740 cu.yd.	7.50	28,050.00
Furnishing & Placing Topsoil	5,000 cu.yd.	3.00	15,000.00
Watering	3,170 M-gal.	2.00	6,340.00
Pavement Replacement	400 lin.ft.	6.00	2,400.00
3/4" - 0 Material in Base	1,170 ton	4.00	4,680.00
Plant-Mix Stone Base	24,800 ton	3.00	74,400.00
Plant-Mix Bituminous Base	10,700 ton	6.00	64,200.00
3/4" - 0 Aggregate in Prime Coat	255 cu.yd.	4.00	1,020.00
RC-250 Asphalt in Prime Coat	38 ton	60.00	2,280.00
Class "B" Asphalt Concrete	8,170 ton	6.50	53,105.00
12-inch Reinforced Concrete Bridge End Panels	700 sq.yd.	9.00	6,300.00
Special Steel Reinforcement	16,000 lb.	0.12	1,920.00
Class "A" Concrete In Walls	110 cu.yd.	55.00	6,050.00
Reinforcing in Walls	6,900 lb.	0.15	1,035.00
Reinforced Ditch Lining	380 sq.yd.	15.00	5,700.00
Class "A" Concrete in Stairways	7 cu.yd.	100.00	700.00
Pipe Handrail	70 lin.ft.	6.00	420.00
12-inch Culvert Pipe	240 lin.ft.	5.00	1,200.00
18-inch Culvert Pipe	115 lin.ft.	6.00	690.00
8-inch Storm Sewer Pipe	210 lin.ft.	4.00	840.00
12-inch Storm Sewer Pipe	3,500 lin.ft.	5.00	17,500.00
18-inch Storm Sewer Pipe	1,780 lin.ft.	7.00	12,460.00
24-inch Storm Sewer Pipe	730 lin.ft.	13.00	9,360.00
36-inch Storm Sewer Pipe	160 lin.ft.	16.00	2,560.00
42-inch Storm Sewer Pipe	190 lin.ft.	20.00	3,800.00
Extra for Pipe Under Pacific Hwy. East	All Required		6,000.00
Concrete Manholes	13 only	700.00	9,100.00
Special Concrete Manhole	1 only	1,500.00	1,500.00
Concrete Inlet, Type CG-1	2 only	200.00	400.00
Concrete Inlet, Type G-1	36 only	140.00	5,040.00
Concrete Inlet, Type M	1 only	500.00	500.00

Adjusting Inlets	1 only	$ 100.00	$ 100.00
Concrete Curbs	300 cu.yd.	40.00	12,000.00
Concrete Islands	470 cu.yd.	40.00	18,800.00
Concrete Driveways	130 sq.yd.	7.00	910.00
Concrete Walks	900 sq.yd.	5.00	4,500.00
Extra for A.C. Concrete Curbs	700 lin.ft.	1.00	700.00
Extra for A.C. Concrete Walks	2,700 sq.yd.	2.50	6,750.00
Guide Posts, W-1	4 only	8.00	32.00
Guide Posts, Y-2	80 only	8.00	640.00
Type 2 Guard Rail	2,400 lin.ft.	3.00	7,200.00
Type 2A Guard Rail	70 lin.ft.	4.00	280.00
Type 2 Barricade	270 lin.ft.	4.00	1,080.00
Portable Barricade	24 only	75.00	1,800.00
Roadside Seeding	8 acre	75.00	600.00
Roadside Mulching	8 acre	200.00	1,600.00
Seed Mixture	240 lb.	1.00	240.00
Inorganic Fertilizer, 10-16-8	32 cwt.	10.00	320.00
Thermoplastic Traffic Line	All Required		2,000.00
SIGNING			
Sign Support Footings	All Required		14,000.00
Breakaway Sign Posts	All Required		1,000.00
Cantilever Sign Structures	All Required		4,000.00
Sign Bridge Structure at Sta. "99R" 26+00	All Required		15,000.00
Sign Bridge Structure at Sta. "99R" 31+00	All Required		29,000.00
Sign Bridge Structure at Sta. "OS$_2$" 732+00	All Required		17,000.00
Sign Illumination Equipment	All Required		18,000.00
Painted Wood Sign Posts	All Required (89%)		890.00
Type "AA" Signs in Place	3,053 sq.ft.	7.00	21,371.00
Type "AAA" Signs in Place	1,403 sq.ft.	5.00	7,015.00
Type "C", "D" and "E" Signs in Place	441 sq.ft.	4.00	1,764.00
Type "F" and "W" Signs in Place	153 sq.ft.	4.00	612.00
Type "U" Signs in Place	42 sq.ft.	6.00	252.00
Sign Covers	1,974 sq.ft.	1.00	1,974.00
Thermoplastic Pavement Arrows	4 only	80.00	320.00
ILLUMINATION			
Highway Illumination Removal	All Required (46%)		2,300.00
Highway Illumination	All Required (86%)		28,300.00

Bridge Electrical Work, Complete	All Required		$ 63,000.00
Navigation Light Installation, Complete	All Required		9,000.00
SIGNALS			
Traffic Signal Installation and Revision	All Required (55%)		28,600.00
			$1,643,531.00
Flagging (60% of Contractor's Cost)	All Required (60%)		18,000.00
		Subtotal	$1,661,531.00
		10% Engr. & Cont.	166,153.00
		Total	$1,827,684.00

Type Code X031

Bridge (Sta. 707+63 to Sta. 735+40)(Contract No. 7105)

Shoring, Cribbing, etc.	All Required		$ 165,000.00
Structural Excavation Within Cofferdams	16,200 cu.yd.	3.00	48,600.00
Structural Excavation Outside Cofferdams	17,500 cu.yd.	1.50	26,250.00
Structural Excavation	8,600 cu.yd.	6.00	51,600.00
Structural Excavation Below Elevation Shown	1,200 cu.yd.	10.00	12,000.00
Special Rock Backfill	14,700 cu.yd.	4.00	58,800.00
Furnish 14 BP 117 Steel Piling	83,000 lin.ft.	7.50	622,500.00
Furnish 14 BP 89 Steel Piling	8,800 lin.ft.	6.00	52,800.00
Drive 14 BP 117 Steel Piles in Water	322 only	475.00	152,950.00
Drive 14 BP 117 Steel Piles on Land	236 only	350.00	82,600.00
Drive 14 BP 89 Steel Piles	168 only	160.00	26,880.00
Class "A" Concrete (28,721 cu.yd.)	All Required		3,162,000.00
Class "A" Concrete, White Cement (1,710 cu.yd.)	All Required		185,000.00
Seal Concrete	8,200 cu.yd.	26.00	213,200.00
Reinforcement (6,519,650 lb.)	All Required		800,000.00
Structural Steel (23,018,600 lb.)	All Required		7,500,000.00
Metal Parapet Railing	8,564 lin.ft.	7.00	59,948.00
Preparation of Slopes	1,400 sq.yd.	2.50	3,500.00
3-inch Slope Paving	1,400 sq.yd.	6.50	9,100.00
Expansion Joint, Type I	110 lin.ft.	475.00	52,250.00

Expansion Joint, Types II & V	540 lin.ft.	$ 90.00	$ 48,600.00
Approach Undercovering	All Required		300,000.00*
	Subtotal		$13,633,578.00
	10% Engr. & Cont.		1,363,357.00
	Total		$14,996,935.00

Length of Grading - - - - - - - -	0.122 mile
Length of Structure — - - - - -	0.522 mile
Total - - - - - - - - - - - - -	0.644 mile

RETAINED IN PROGRAM STATUS

Pavement Striping	All Required (80%)	$ 400.00
Oregon City Sewer & Water (RW)	All Required	23,531.00
West Linn Sewer & Water (RW)	All Required	25,350.00
Place Landscape Rocks	All Required	500.00
	Subtotal	$49,781.00
	10% Engr. & Cont.	4,978.00
	Total	$54,759.00

SUMMARY OF FUNDS

Description			
Roadway	$ 1,827,684.00	$ 1,686,200.00	$ 141,484.00
Structure	14,996,935.00	13,836,100.00	1,160,835.00
Subtotal	$16,824,619.00	$15,522,300.00	$1,302,319.00
Retained in Program	54,759.00	50,500.00	4,259.00
Total	$16,879,378.00	$15,572,800.00	$1,306,578.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

Prefix 603-1097

*Participation on bid item for approach undercovering limited to $300,000.00 per BPR letter of November 9, 1967. Pending additional justification and or modifications which are acceptable to the Bureau.

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION

PROJECT NO. I-205-7(10)298

NONPARTICIPATING STATE WORK

Clearing and Grubbing	All Req. (4%)		$ 11,734.00
Embankment Foundation Excavation, Unclass.	2,580 cu.yd.	$ 1.15	2,967.00
Embankment in Place	28,700 cu.yd.	1.05	30,135.00
Rock Embankment in Place	7,300 cu.yd.	2.50	18,250.00
Finishing Roadbed and Slopes	All Req. (40%)		4,200.00
Trench Excavation	520 cu.yd.	7.50	3,900.00
Watering	530 M-gal.	2.00	1,060.00
3/4" - 0 Material in Base	730 ton	4.00	2,920.00
Plant-Mix Stone Base	6,700 ton	3.00	20,100.00
Plant-Mix Bituminous Base	2,500 ton	6.00	15,000.00
3/4" - 0 Aggregate in Prime Coat	75 cu.yd.	4.00	300.00
RC-250 Asphalt in Prime Coat	12 ton	60.00	720.00
Class "B" Asphalt Concrete	2,230 ton	6.50	14,495.00
Class "A" Concrete in Walls	130 cu.yd.	55.00	7,150.00
Reinforcing in Walls	8,700 lb.	0.15	1,305.00
12-inch Culvert Pipe	70 lin.ft.	5.00	350.00
18-inch Culvert Pipe	95 lin.ft.	6.00	570.00
12-inch Storm Sewer Pipe	300 lin.ft.	5.00	1,500.00
Concrete Inlet, Type G-1	2 only	140.00	280.00
Adjusting Inlets	2 only	100.00	200.00
Concrete Curbs	30 cu.yd.	40.00	1,200.00
Extra for A.C. Concrete Walks	200 sq.yd.	2.50	500.00
Type 2 Guard Rail	1,800 lin.ft.	3.00	5,400.00
Roadside Seeding	2 acre	75.00	150.00
Roadside Mulching	2 acre	200.00	400.00
Seed Mixture	60 lb.	1.00	60.00
Inorganic Fertilizer, 10-16-8	8 cwt.	10.00	80.00
Signing			
Painted Wood Sign Posts	All Req. (11%)		110.00
Type "C", "D" and "R" Signs in Place	25 sq.ft.	4.00	100.00
Type "E" and "M" Signs in Place	6 sq.ft.	4.00	24.00
Highway Illumination Removal	All Req. (54%)		2,700.00
Highway Illumination	All Req. (14%)		4,620.00
Signals			
Traffic Signal Installation and Revision	All Req. (45%)		23,400.00
24-inch Water Main	All Req.		115,000.00
			$290,880.00
Structure			
Approach Undercovering	All Req.		$278,000.00
Flagging (60% of Contractor's Cost)	All Req. (40%)		$ 12,000.00

NONPARTICIPATING STATE WORK - Continued

Pavement Striping	All Req. (20%)	$ 100.00
		$ 12,100.00
	Subtotal	$580,980.00
City Share of 24-inch Water Main	All Req.	(115,000.00)
	GRAND TOTAL	$465,980.00

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION

FEDERAL-AID PROJECT NO. I-205-7(10)298

West Linn Water and Sewer System Revision

Water System

Main A		$ 950.00
Main B		6,450.00
Main C		1,600.00
		$ 9,000.00

Sewer System

Interceptor		$ 5,000.00
Lateral A		8,000.00
Lateral B		3,350.00
	Total	$16,350.00
	Grand Total	$25,350.00

Oregon City Water and Sewer System Revision

Water System

Abandon Water Mains		$ 625.00
Water Main Construction		5,281.00
	Total	$ 5,906.00

Sewer System

Abandon Sanitary Sewer		$ 1,000.00
Sanitary Sewer Construction		16,625.00
	Total	$17,625.00
	Grand Total	$23,531.00

RECEIVED
FEB 2[illegible] 72
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

February 16, 1972

City of Oregon City
P. O. Box 631
Oregon City, Oregon 97045

ATTENTION: Mr. Alfred Simonson

Re: Manhole Adjustment
Willamette River (West Linn) Bridge Section
East Portland Freeway (I-205)
Clackamas County
Project No. I-205-7(1)290
Contract No. 7105

Gentlemen:

Reference is made to your letter dated February 5, 1968, and our letter dated October 29, 1968, which indicated, among other things, that a manhole located on public road right of way opposite Highway Engineer's Centerline Station "99E" 32+70, Item 9 in your February 5, 1968 letter, should be adjusted by the State's contractor at the City's expense. Furthermore, it was agreed by the City and the State that the City would reimburse the State $175.00 upon completion of the adjustment.

This is to advise you that the manhole has now been adjusted to the new grade. Please remit a check in the amount of $175.00 made payable to the Oregon State Highway Division. This check should be sent to Mr. T. W. Litchfield, Railroad and Utility Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By PGP

T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

PGP:dl

cc: A. E. Johnson
V. E. Skoog
L. W. Rulien
R. H. Rumbolz

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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FORM E-30

FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

NOTED
F. B. KLABOE

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlments recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange-Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

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I 205-7(10) 278
7105

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxx

104 State Highway Building

December 10, 1971

Ivan Merchant
Bridge Department
Room 329
State Highway Building

NOTED
A. E. JOHNSON

Re: State, ex rel. H. B. Painters, Inc. vs. The Travelers Indemnity Co., et al. L-6478

Dear Ivan:

Please find enclosed the defendant Willamette-Western Corporation's Interrogatories in the above entitled case as well as a Notice to Produce and Permit Inspection and Copying of Highway records pertaining to said case.

Willamette-Western has also filed the same requests against the defendant Isaacson and H. B. Painters. You may wish to examine the other Interrogatories before answering the ones addressed to the State and, if so, I will be glad to furnish copies of them to you.

Would you please prepare draft answers to the Interrogatories. With respect to the books and records, I am going to file a response offering Willamette-Western the opportunity to come to Salem and examine them rather than attempting to transport them to Portland in compliance with their request.

I believe as soon as Leonard returns we should have a complete conference on this case in an earnest effort to determine the amount of our liability.

Very truly yours,

LEE JOHNSON
Attorney General

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:hg
enc.
cc - Al Johnson

RECEIVED
DEC 12 1971
LEGAL

Certified a true and correct
copy of the original.

KOBIN & MEYER
Suite 800, 610 S. W. Alder
Portland, Oregon 97205
Telephone: 223-1107
Attorney for Defendants

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation

Plaintiff,

vs.

THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation,

Defendants.

WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation,

Third Party Plaintiffs,

vs.

ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission,

Third Party Defendants.

Civil No. 71-158

REQUEST TO PRODUCE AND PERMIT INSPECTION AND COPYING

Defendant requests, pursuant to Rule 34, Federal Rules of Civil Procedure, that third party defendant State of Oregon produce and permit defendant to inspect and make such copies as defendant deems advisable.

1. All books, records, documents and other papers referred to in defendant's interrogatories (first set) and described or to be described in third party defendant State

of Oregon's answers thereto.

It is requested that the aforementioned Request for Production be made on the 7th day of January, 1972 at 10:00 a.m. at the office of Kobin & Meyer, Suite 800, 610 S. W. Alder St. Portland, Oregon, or at such earlier time and place as counsel may agree.

KOBIN & MEYER

By /s/ Paul R. Meyer
Paul R. Meyer
Of Attorney for Defendants

RECEIVED
DEC [illegible] 1971
LEGAL

KOBIN & MEYER
Suite 800, 610 S. W. Alder
Portland, Oregon 97205
Telephone: 223-1107
Attorney for Defendants

Certified a true and correct copy of the original.
Paul R Meyer

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation

Plaintiff,

vs.

THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation,

Defendants.

WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation,

Third Party Plaintiffs,

vs.

ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission,

Third Party Defendants.

Civil No. 71-158

THIRD PARTY PLAINTIFF WILLAMETTE-WESTERN CORPORATION INTERROGATORIES TO THIRD PARTY DEFENDANT STATE OF OREGON (First Set)

TO: State of Oregon and its attorneys

PLEASE TAKE NOTICE that the following interrogatories are to be answered, pursuant to Rule 33, Federal Rules of Civil Procedure, by an officer or agent, separately and fully, in writing, under oath, within thirty days of the time service

KOBIN & MEYER
Suite 800, 610 S. W. Alder
Portland, Oregon 97205
Telephone: 223-1107
Attorney for Defendants

Certified a true and correct copy of the original.
Paul R Meyer

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation Plaintiff, vs. THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation, Defendants. WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation, Third Party Plaintiffs, vs. ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission, Third Party Defendants.	Civil No. 71-158 THIRD PARTY PLAINTIFF WILLAMETTE-WESTERN CORPORATION INTERROGATORIES TO THIRD PARTY DEFENDANT STATE OF OREGON (First Set)

TO: State of Oregon and its attorneys

PLEASE TAKE NOTICE that the following interrogatories are to be answered, pursuant to Rule 33, Federal Rules of Civil Procedure, by an officer or agent, separately and fully, in writing, under oath, within thirty days of the time service is made upon you.

INTERROGATORY NO. 1: Please list and describe all bridge projects which you contracted during the past five years in which the fabricating of steel members and shop painting of those members prior to shipment was comparable to that on the West Lynn Bridge job.

INTERROGATORY NO. 2: Based on your experience, what are the normal field painting requirements under a division of responsibility between the shop painter and field painter similar to that which existed on the West Lynn Bridge project.

INTERROGATORY NO. 3: State whether in your opinion the field touch up painting required on the West Lynn Bridge project was excessive and greater than the ordinarily anticipated amount.

INTERROGATORY NO. 4: With respect to your answer to Interrogatory No. 3, please set forth all the facts, information and opinions upon which you rely in coming to that opinion.

INTERROGATORY NO. 5: Please furnish the names, addresses, title and occupations, of all witnesses including experts, upon whom you will rely or whom you may call as witnesses in the trial on any question relative to the responsibility of anyone for the claim asserted by plaintiff.

INTERROGATORY NO. 6: With respect to each witness, identified in your answer to Interrogatory No. 5, please give a summary of the substance of such witnesses' testimony.

INTERROGATORY NO. 7: Please identify sufficiently for production all documents of which you presently have knowledge including those which you intend to use in the trial of this case which contain evidence of any of the matters set forth in your answers to Interrogatories No. 2 through No. 5, 8, 10.

INTERROGATORY NO. 8: Plaintiff has contended the following:

a. The shop coats of paint applied upon the plate girders by Isaacson Corporation were too thick to allow proper drying.

b. The shop coats of paint were applied upon the plate girders by Issacson Corporation without allowing sufficient drying time between applications.

Do you agree or disagree with these contentions? With respect to each such contention of plaintiff, please set forth all the reasons why you agree or disagree.

INTERROGATORY NO. 9: Have you ever had previous experience with the particular paint specified by the State for the shop painting of the plate girders on this job? If so, please describe. Specify the other comparable jobs on which you have specified this paint.

INTERROGATORY NO. 10: In your opinion, did any of the alleged difficulty experienced by the plaintiff arise from:

a. the type of paint specified for the paint girders

b. the manner and method of application of the various coats of paint.

Please answer each of the foregoing separately.

INTERROGATORY NO. 11: What relationship do you believe exists between the nature of the paint specified by the state and the problems which plaintiff alleges it encounters. Please describe this relationship as fully as you are able.

INTERROGATORY NO. 12: Based on your experience, does the cohesive strength of the paint specified by the state on this job exceed its adhesive strength?

INTERROGATORY NO. 13: Please explain what relationship your answer to Interrogatory No. 12 has to plaintiff's claim.

INTERROGATORY NO. 14: State on what other bridge projects during the past five years you have utilized similar paint specifications to those used on the West Lynn Bridge.

INTERROGATORY NO. 15: Please state the name, address and title of each representative of the state who was present at the jobsite and made any inspection or supervision relative to the field painting.

INTERROGATORY NO. 16: Please identify sufficiently for production all diaries, memoranda, documents and all other evidence in whatever form kept and maintained by the persons referred to in your answer to Interrogatory No. 15 which pertains to the field painting.

INTERROGATORY NO. 17: State the name, address and title of all persons who on behalf of the state inspected or were present in any supervisory capacity with respect to the shop painting performed by Isaacson.

INTERROGATORY NO. 18: Please identify sufficiently for production all diaries, memoranda, documents and all other evidence in whatever form kept and maintained by the persons referred to in your answer to Interrogatory No. 17 which pertains to the shop painting.

INTERROGATORY NO. 19: Were the claims of H. B. Painter now asserted in the complaint presented through Willamette-Western to the State of Oregon? If so, please furnish the following information:

a. The date on which such claims were presented.

b. The manner of presentation.

c. Describe the particulars of H. B. Painter, Inc. in said presentation.

d. The response to said claim by the state.

e. All the reasons why such claims were denied by the state.

f. Identifying sufficiently for production all correspondence, memoranda or reports which were utilized by the state in connection with denying H. B. Painters' claim.

DATED this 9th day of December, 1971.

KOBIN & MEYER

/s/ Paul R. Meyer
Paul R. Meyer

/s/ John Spencer Stewart
John Spencer Stewart

FORM E-30
NOV 22 1971
FOR FILING
7105

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 18, 1971

SUBJECT: Willamette River (West Linn) Bridge
Contract No. 7105
Claims Audit Report
Box Girder Change and Wage Escalation

To:

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Herewith a copy of Jess Jones' audit report on the seven point claim from Willamette River Constructors concerning box girder plan changes. You requested the results of such an audit before proceeding further on trying to resolve this claim. Mr. Edwards sanctioned this as set forth in my June 10 Memo to the Files. I am also sending a copy of this report to the Regional Engineer for their information.

I note that the results of a separate audit on what has been called the wage escalation claim has been sent to you direct. A copy of this report is also being sent to the Region.

The question now becomes what is the proper procedure to pursue these matters further. Two other claims on this contract have already been before the Claims Review Board at two separate meetings with the contractor. These concerned steel painting (the Board sanctioned a compromise settlement which is still pending) and temporary lateral bracing (The Board denied this in its entirety).

The contractor has not requested a Board review on the subject claims apparently because no formal answer has been given to him. If you recommend an adjustment in favor of the contractor on both of these items, I do not believe it would be necessary to have the contractor present. You would merely be submitting your analysis to the Board for their review which is the procedure that has been used in a few other instances where we were in agreement with the contractor that there was a basis for adjustment.

NOTED
TOM EDWARDS

So far as I know, there are no other claims under consideration on this project. If there are, it would be better to go to the Board with a complete package.

If after reviewing this new audit information you want to proceed to a meeting with the Claims Board, please advise and I will try to arrange it.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Enc.
cc: Tom Edwards
L. W. Rulien

RECEIVED
NOV 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

NOV 1971

FOR [illegible]

[illegible]
7105

xxxxxxxxxxxxxxxxxxxxxxx

104 State Highway Building

November 17, 1971

Ivan Merchant
Bridge Engineer
Room 329
State Highway Building

Re: H. B. Painters, Inc. v. The Travelers Indemnity Co., et al.
L-6478

Dear Mr. Merchant:

On October 20th I forwarded to you a copy of H. B. Painters request for certain Admissions and Interrogatories. The demand was made upon Travelers Indemnity, Willamette-Western Corporation and Donald M. Drake Co.

For your information I am enclosing herewith the defendants' Answer to the Interrogatories and request that you review them and advise me of any answers which you believe are in error or misleading.

Also attached is a letter from Norman Wiener who represents Isaacson Corporation. He has likewise requested information concerning the above case. I do not believe it is necessary to supply the information Mr. Wiener desires at this time. However, it is obvious from his letter that he is aware of some of the reports we received from Herman Adalist, as well as some of our investigative reports on the painting while it was being done in Seattle.

Please advise on the Interrogatories at your earliest convenience.

Very truly yours,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

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NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:hg

cc: Tom Edwards
L. I. Lindas
A. E. Johnson (with attachments)

KOBIN & MEYER
Suite 800, 610 S. W. Alder
Portland, Oregon 97205
Telephone: 223-1107
Attorney for Defendant
Willamette-Western Corporation
and Donald M. Drake Co.

RECEIVED
NOV 15 1971
LEGAL

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation

Plaintiff,

vs.

THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation,

Defendants.

WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation,

Third Party Plaintiffs,

vs.

ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission,

Third Party Defendants.

Certified a true and correct copy of the original.

Civil No. 71-158

DEFENDANTS' ANSWER TO
PLAINTIFF'S REQUEST FOR
ADMISSIONS AND INTERROGATORIES
FIRST SET

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

Defendants answer plaintiff's Request for Admissions as follows:

REQUEST NO. 1. Immediately after erection, twenty to twenty-five percent (20-25%) of the shop painted surface of the plate girders used in the Willamette River (West Linn) Bridge was in a damaged condition.

ANSWER: No

REQUEST NO. 2. Isaacson Corporation applied all coats of shop paint to the plate girders used in the Willamette River (West Linn) Bridge at its shop located at Seattle, Washington.

ANSWER: True

REQUEST NO. 3. The shop coats of paint applied upon the plate girders by Isaacson Corporation were too thick to allow proper drying.

ANSWER: We do not have sufficient knowledge or expertise upon which to base an answer.

REQUEST NO. 4. The shop coats of paint were applied upon the plate girders by Isaacson Corporation without allowing sufficient drying time between applications.

ANSWER: See answer to Request No. 3 above.

REQUEST NO. 5. You directed plaintiff to paint the interior of all box girders of the Willamette River (West Linn) Bridge, notwithstanding plaintiff's protests that said painting was not contemplated by the specifications or by plaintiff's subcontract with you.

ANSWER: By direction of the State of Oregon, as provided by the prime contract, we requested plaintiff to perform as much work as the State of Oregon directed.

REQUEST NO. 6. The sum of $21,347.21 is a reasonable charge for labor, services and materials for the field painting of the interior of box girders on the Willamette River (West Linn) Bridge.

ANSWER: We do not have sufficient knowledge nor do we have sufficient supporting detail upon which to form an opinion.

Defendants answer plaintiff's interrogatories as follows:

INTERROGATORY NO. 1. Did you make written, or any, request of the State Highway Commission for permission to subcontract with plaintiff for the painting of structural steel on the West Linn Bridge? Identify and describe such request.

ANSWER: Yes. Six copies of proposed subcontracts were delivered to the State.

INTERROGATORY NO. 2. Did you obtain written, or any, consent from the State Highway Commission to enter into a subcontract with plaintiff? Identify and describe such consent.

ANSWER: Yes. We received four copies of subcontract back from State marked approved.

INTERROGATORY NO. 3. Identify all persons who negotiated on your behalf with plaintiff regarding the terms of the subcontract with plaintiff.

ANSWER: To our present knowledge---Jerry Gibson and Vern Glidden.

INTERROGATORY NO. 4. Did you make written, or any, request of the State Highway Commission for permission to subcontract with Isaacson Corporation? Identify and describe such request.

ANSWER: The Isaacson engagement was by Purchase Order. The State was advised by letter dated February 16, 1968 that Isaacson would be furnishing the fabricated steel.

INTERROGATORY NO. 5: Did you obtain written, or any, consent from the State Highway Commission to enter into a subcontract with Isaacson Corporation? Identify and describe such consent.

ANSWER: Verbal consent was given by State, we believe.

INTERROGATORY NO. 6. Identify all persons who negotiated on your behalf and all persons who negotiated on behalf of Isaacson Corporation regarding the subcontract.

ANSWER: Jerry Gibson, on our behalf and Dick Uht on behalf of Isaacson. There could have been other persons in our estimating or procurement department who could have been involved in some of the detail.

INTERROGATORY NO. 7. State the date the subcontract between you and Isaacson Corporation was entered into.

ANSWER: Purchase Order signed April 11, 1968. Verbal understandings had before this date.

INTERROGATORY NO. 8. Identify all amendments, supplements or changes in your subcontract with Isaacson Corporation.

ANSWER: None relating to painting, except plaintiff negotiated directly with Isaacson for performance of certain painting work in the field that Isaacson was to perform under its Purchase Order in its plant (Related to touching up corners of web stiffeners where holidays existed in Isaacson work) plaintiff received full payment for this item.

INTERROGATORY NO. 9. Did any of your employees or representatives observe, in whole or in part, the application of shop paint coats by Isaacson Corporation? Identify such employees or representatives.

ANSWER: A. B. Wilkinson observed a small part of the painting on one day.

INTERROGATORY NO. 10. How far from the job site was the location where the shop coats were applied to the plate girders?

ANSWER: Approximately 200 miles by rail and truck.

INTERROGATORY NO. 11. Describe the manner in which the shop painted plate girders were transported from the location where the shop coats were applied to job site.

ANSWER: Shop to rail car. Rail car to Portland. Truck - Portland to job site.

INTERROGATORY NO. 12. When did shop painting of the plate girders commence at Isaacson Corporation?

ANSWER: To the best of our knowledge, early in December of 1968.

INTERROGATORY NO. 13. When was the first shop painted plate girder shipped from Isaacson Corporation's plant?

ANSWER: Early January, 1969.

INTERROGATORY NO. 14. When did the first shop painted girder arrive at job site?

ANSWER: January 14, 1969.

INTERROGATORY NO. 15. When did the last shop painted plate girder arrive at the job site?

ANSWER: October 17, 1969.

INTERROGATORY NO. 16. Was your contract with the State of Oregon modified in any way after January 11, 1968? Identify all documents relating to such modification and state:

a. the date each modification or change was agreed upon.
b. The nature of each modification or change.
c. The names and addresses of all persons present when each modification or change was agreed upon.

ANSWER: No modification relevant to plate girder painting to our knowledge.

INTERROGATORY NO. 17. Were any discussions or meetings held between plaintiff's representatives and your representatives prior to the execution of the subcontract relating to the expected amount of damage to shop coats of paint on the plate girders? If so, for each such discussion or meeting:

a. Identify each person who attended.
b. State the date and place of the discussion or meeting.
c. Summarize what was said and by whom.
d. Identify and describe any documents relating to the meeting or discussion.

ANSWER: Jerry Gibson would have participated in any such discussions. He is presently employed elsewhere, and is out of the country temporarily. We believe they were general discussions relative to touch up of damaged areas in shop coat resulting from transportation, handling and erection which plaintiff would be required to preform under its subcontract.

INTERROGATORY NO. 18. Have inspections of the plate girders or the shop coats of paint applied by Isaacson Corporation been conducted? For each such inspection:

a. Identify the person or persons making the inspection.

b. State the date of the inspection.

c. Identify the entity for whom the inspection was made.

d. Identify each document made as a result of the inspection.

e. Identify each person who has custody of documents made as a result of the inspection.

ANSWER: We have been advised that inspections of the plate girders and the shop coats of paint applied by Isaacson were made by the Isaacson quality control personnel and by representatives of the State at Isaacson's Seattle, Washington plant. Answers to the various parts are based upon verbal and written information furnished to us.

a. Herman Adalist & Associates engaged by State. The names of Isaacson's personnel are not known to us.

b. Continuous between October, 1968 and October, 1969.

c. See above.

d. We have some of the inspection reports of the State representatives. They will be made available for inspection as per plaintiff's request

e. To the best of our knowledge the State would have the official set. We have some.

INTERROGATORY NO. 19. Were reports of any kind made relating to the shop painting of the plate girders? Identify and summarize the contents of each report, stating:

a. Who prepared the report.
b. Who received the report.
c. The date of each report.
d. The person who has custody of the report.

ANSWER: See answer to Interrogatory No. 18. We have no knowledge at this time, of any writings except inspection reports referred to above. We do have a report by Northwest Testing Lab made at our request which is available for inspection.

/s/ A. B. Wilkinson
A. B. Wilkinson

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, A. B. WILKINSON, being first duly sworn, depose and state: That I am Structures Manager of defendant Willamette-Western Corporation, that I have read the foregoing Defendants' Answer to Plaintiff's Request For Admissions and Interrogatories (First Set), that the information contained therein is true as I verily believe, that I signed the foregoing as a free and voluntary act for defendant corporation with the authorization of defendant corporation.

/s/ A. B. Wilkinson
A. B. Wilkinson

SUBSCRIBED AND SWORN to before me this 13th day of November, 1971.

/s/ Paul R. Meyer
Notary Public for Oregon
My Commission Expires: 5-7-74

INTERROGATORY NO. 19. Were reports of any kind made relating to the shop painting of the plate girders? Identify and summarize the contents of each report, stating:

a. Who prepared the report.

b. Who received the report.

c. The date of each report.

d. The person who has custody of the report.

ANSWER: See answer to Interrogatory No. 18. We have no knowledge at this time, of any writings except inspection reports referred to above. We do have a report by Northwest Testing Lab made at our request which is available for inspection.

/s/ A. B. Wilkinson
A. B. Wilkinson

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, A. B. WILKINSON, being first duly sworn, depose and state: That I am Structures Manager of defendant Willamette-Western Corporation, that I have read the foregoing Defendants' Answer to Plaintiff's Request For Admissions and Interrogatories (First Set), that the information contained therein is true as I verily believe, that I signed the foregoing as a free and voluntary act for defendant corporation with the authorization of defendant corporation.

/s/ A. B. Wilkinson
A. B. Wilkinson

SUBSCRIBED AND SWORN to before me this 23rd day of November, 1971.

/s/ Lani K. Meyer
Notary Public for Oregon
My Commission Expires: 5-7-74

NOTED
F. C. McKINNEY

MILLER, ANDERSON, NASH, YERKE & WIENER
ATTORNEYS AND COUNSELORS AT LAW
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE
(503) 224-5858

CABLE ADDRESS
"KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT

DAVID W. MORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RALPH M. DAVISSON
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
T. LEONARD O'BYRNE
G. TODD NORVELL
MARTIN B. VIDGOFF
LOUIS B. LIVINGSTON
WARREN C. DERAS
ANTON C. KIRCHHOF, JR.
J. DAVID PETERSEN

November 5, 1971

RECEIVED
NOV 8 1971
LEGAL

Mr. Frank C. McKinney
Attorney at Law
507 State Highway Building
Salem, Oregon 97301

Subject: State of Oregon ex rel H. B. Painters v. Willamette Western Corporation et al

Dear Frank:

When I called you today, I intended to ask the State Highway Commission to furnish me copies of the following:

1. All revision letters.

2. All correspondence and communications between the State Highway Commission and Herman Adalist & Associates, including the contract of employment, canceled checks, reports, etc.

3. Copies of all correspondence and communications between the State Highway Commission and the paint supplier or suppliers.

4. Any investigative reports on the field painting problems.

5. Any photographs of the field painting problems.

In view of your comments that nothing need be done on the matter at this time, I will await hearing from you before taking any further steps in this case.

Very truly yours,

Norman J. Wiener

DEPARTMENT OF JUSTICE

Memorandum

TO: Ivan Merchant

DATE: October 20, 1971

FROM: Frank C. McKinney

SUBJECT:

Please find attached hereto a copy of H. B. Painter's request to produce, permit inspection of records and also a copy of Painter's request for admissions and interrogatories.

These have been directed to the Travelers Indemnity Company and Willamette Western Corporation, the original defendants in the above case. Inasmuch as we have been made a third party defendant, however, it would be well to direct these to someone in this department who is knowledgeable about the case to see what we have with respect to the questions and records. If Travelers Indemnity does not have answers or records to satisfy the plaintiff we will, undoubtedly be requested to produce the same.

Since the U. S. District Court would not dismiss the case as to the Highway Commission, we will be involved and should have answers to the requested information.

FCM:jm
cc: Tom Edwards
L. I. Lindas

NOTED
A. E. JOHNSON

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JACK L. KENNEDY
DENNIS W. SKARSTAD
1402 Standard Plaza
Portland, Oregon 97204
Telephone: 226-3007

Attorneys for Plaintiff

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation,

Plaintiff,

vs.

THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation,

Defendants.

WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation,

Third Party Plaintiffs,

vs.

ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission,

Third Party Defendants.

Civil No. 71-158

PLAINTIFF'S REQUEST FOR ADMISSIONS AND INTERROGATORIES--FIRST SET

Pursuant to Rule 36, Federal Rules of Civil Procedure, plaintiff requests defendants The Travelers Indemnity Co., Willamette-Western Corporation and Donald M. Drake Company, within thirty days after service of this request, to admit for the purpose of this action only that each of the following statements is true:

1. Immediately after erection, twenty to twenty-five percent

JACK L. KENNEDY
ATTORNEY AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-3007

(20-25%) of the shop painted surface of the plate girders used in the Willamette River (West Linn) Bridge was in a damaged condition.

2. Isaacson Corporation applied all coats of shop paint to the plate girders used in the Willamette River (West Linn) Bridge at its shop located at Seattle, Washington.

3. The shop coats of paint applied upon the plate girders by Isaacson Corporation were too thick to allow proper drying.

4. The shop coats of paint were applied upon the plate girders by Isaacson Corporation without allowing sufficient drying time between applications.

5. You directed plaintiff to paint the interior of all box girders of the Willamette River (West Linn) Bridge, notwithstanding plaintiff's protests that said painting was not contemplated by the specifications or by plaintiff's subcontract with you.

6. The sum of $21,347.21 is a reasonable charge for labor, services and materials for the field painting of the interior of box girders on the Willamette River (West Linn) Bridge.

Pursuant to Rule 33, Federal Rules of Civil Procedure, plaintiff propounds the following interrogatories to be answered by defendants The Travelers Indemnity Co., Willamette-Western Corporation and Donald M. Drake, within thirty days after service of these interrogatories:

INTERROGATORY NO. 1:

Did you make written, or any, request of the State Highway Commission for permission to subcontract with plaintiff for the painting of structural steel on the West Linn Bridge? Identify and describe such request.

INTERROGATORY NO. 2:

Did you obtain written, or any, consent from the State Highway Commission to enter into a subcontract with plaintiff?

JACK L. KENNEDY
ATTORNEY AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-3007

Identify and describe such consent.

INTERROGATORY NO. 3:

Identify all persons who negotiated on your behalf with plaintiff regarding the terms of the subcontract with plaintiff.

INTERROGATORY NO. 4:

Did you make written, or any, request of the State Highway Commission for permission to subcontract with Isaacson Corporation? Identify and describe such request.

INTERROGATORY NO. 5:

Did you obtain written, or any, consent from the State Highway Commission to enter into a subcontract with Isaacson Corporation? Identify and describe such consent.

INTERROGATORY NO. 6:

Identify all persons who negotiated on your behalf and all persons who negotiated on behalf of Isaacson Corporation regarding the subcontract.

INTERROGATORY NO. 7:

State the date the subcontract between you and Isaacson Corporation was entered into.

INTERROGATORY NO. 8:

Identify all amendments, supplements or changes in your subcontract with Isaacson Corporation.

INTERROGATORY NO. 9:

Did any of your employees or representatives observe, in whole or in part, the application of shop paint coats by Isaacson Corporation? Identify such employees or representatives.

INTERROGATORY NO. 10:

How far from the job site was the location where the shop coats were applied to the plate girders?

INTERROGATORY NO. 11:

Describe the manner in which the shop painted plate girders were transported from the location where the shop coats were applied to the job site.

INTERROGATORY NO. 12:

When did shop painting of the plate girders commence at Isaacson Corporation?

INTERROGATORY NO. 13:

When was the first shop painted plate girder shipped from Isaacson Corporation's plant?

INTERROGATORY NO. 14:

When did the first shop painted plate girder arrive at the job site?

INTERROGATORY NO. 15:

When did the last shop painted plate girder arrive at the job site?

INTERROGATORY NO. 16:

Was your contract with the State of Oregon modified in any way after January 11, 1968? Identify all documents relating to such modification and state:

a. The date each modification or change was agreed upon.
b. The nature of each modification or change.
c. The names and addresses of all persons present when each modification or changes was agreed upon.

INTERROGATORY NO. 17:

Were any discussions or meetings held between plaintiff's representatives and your representatives prior to the execution of the subcontract relating to the expected amount of damage to shop coats of paint on the plate girders? If so, for each such discussion or meeting:

a. Identify each person who attended.
b. State the date and place of the discussion or meeting.
c. Summarize what was said and by whom.
d. Identify and describe any documents relating to the meeting or discussion.

INTERROGATORY NO. 18:

Have inspections of the plate girders or of the shop coats of paint applied by Isaacson Corporation been conducted? For each such inspection:

a. Identify the person or persons making the inspection.

b. State the date of the inspection.

c. Identify the entity for whom the inspection was made.

d. Identify each document made as a result of the inspection.

e. Identify each person who has custody of documents made as a result of the inspection.

INTERROGATORY NO. 19:

Were reports of any kind made relating to the shop painting of the plate girders? Identify and summarize the contents of each report, stating:

a. Who prepared the report.

b. Who received the report.

c. The date of each report.

d. The person who has custody of the report.

/s/ Jack L. Kennedy
Jack L. Kennedy

/s/ Dennis W. Skarstad
Dennis W. Skarstad
Attorneys for Plaintiff

The foregoing is a full, true and correct copy of the original thereof.

Dennis W. Skarstad
Of Attorneys for Plaintiff

JACK L. KENNEDY
ATTORNEY AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-3007

JACK L. KENNEDY
DENNIS W. SKARSTAD
1402 Standard Plaza
Portland, Oregon 97204
Telephone: 226-3007

Attorneys for Plaintiff
H. B. Painters, Inc.

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON on behalf and for the use and benefit of H. B. PAINTERS, INC., a corporation,

Plaintiff,

vs.

THE TRAVELERS INDEMNITY CO., a corporation, WILLAMETTE-WESTERN CORPORATION, a corporation; and DONALD M. DRAKE CO., a corporation,

Defendants.

WILLAMETTE-WESTERN CORPORATION, a corporation, and DONALD M. DRAKE CO., a corporation,

Third Party Plaintiffs,

vs.

ISAACSON STRUCTURAL STEEL CO., a division of Isaacson Corporation, and STATE OF OREGON, by and through its State Highway Commission,

Third Party Defendants.

Civil No. 71-158

REQUEST TO PRODUCE AND PERMIT INSPECTION AND COPYING

Plaintiff requests defendants Travelers Indemnity Co., Willamette-Western Corporation and Donald M. Drake Co., pursuant to Rule 34 of the Federal Rules of Civil Procedure, to produce and permit plaintiff to inspect and copy the documents designated below at the office of defendants' attorneys, Suite 800, 610 S. W. Alder Street, Portland, Oregon, at 1:00 p.m. on October 28, 1971:

1. All originals, copies and drafts of documents relating to the construction of the Willamette River (West Linn) Bridge, including but not limited to all contracts, subcontracts, memoranda, reports, diary entries, correspondence, change orders, specifications, proposals, plans and schedules of contract prices.

2. All photographs, drawings or diagrams depicting any portion of or relating to the construction of the Willamette River (West Linn) Bridge, including any photograph, diagram or drawing of the structural steel girders taken or prepared prior to, during or after erection.

/s/ Jack L. Kennedy
Jack L. Kennedy

/s/ Dennis W. Skarstad
Dennis W. Skarstad
Attorneys for Plaintiff

The foregoing is a full, true and correct copy of the original thereof.

Dennis W. Skarstad
Of Attorneys for Plaintiff

RECEIVED
SEP 16 1971

FOR FILING
[illegible]
7105

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT 7128 Wilsonville Interchange-Hubbard Interchange

Remaining time liquidated damages (Lindas handling with FHWA) $ 21,400

Cofferdam Collapse $184,392
Bridge Section report distributed to Board members last week

The $169,000 claim on embankment has been received (with too brief content) and referred to Region I which will make a recommendation soon for the Board's consideration along with above items.

CONTRACT 7319 Fountain Slide $318,067

Formally denied 7-27-71 after 6-25-71 Review Board meeting. S.S. Mullen Corp. has requested re-consideration. Data sent to Region to update their recommendation and is also being sent to all Board members.

CONTRACT 7124 Fremont Bridge Piers $242,922.69

Review Board meeting 12-8-70. No formal decision. PKS Co. to submit more information -- not received yet.

CONTRACT 7105 Willamette River (West Linn) Bridge

Willamette River Constructors' Box Girder plan change claim $ 69,340.10

Some adjustment sanctioned by Bridge Engineer. Awaiting results of OSHD audit of some parts before presenting to Board.

The painting and erection bracing claims on this same project were considered by Board 1-15-71 and compromise offer of $18,500 on painting claim is still in hands of contractor.

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
September 8, 1971

RECEIVED
JUL 23 1971
USDO
Region
Wash DC

FOR FILING

copy

FORM PR-33.2
(REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO. 8	REPORT NO. 30	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 7-12-71	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-205-7(10)298
COMPLETION DATE 9-30-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 6-14-71	TIME ELAPSED 100 %	CONTRACT TIME see below
APPROVED EXTENSIONS 187 cal days, Unit A	LOCATION Willamette River (West Linn) Bridge between West Linn and Oregon City, Sta 203+50 to Sta 737+50		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds [illegible]mitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submi[illegible] provisions have been met.

JUL 15 1971
REGIONAL OFFICE

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

WILLAMETTE RIVER (WEST LINN) BRIDGE
EAST PORTLAND FREEWAY
Grading, Paving, Structures, and Traffic Control Devices

All contract work was completed in reasonable close conformance with the plans and specifications on September 30, 1970, at a final cost of $16,243,382.51 which amount includes $621,141 for engineering and $654,153.28 for work authorized and performed under 40 price agreements and 15 extra work orders.

There were two specified completion dates for different phases of the work. Phase A included all work except painting of structural steel and concrete finishing due to be completed November 30, 1969. Phase B, all work completed, scheduled for September 30, 1970. An extension of time for Phase A was granted because of revised box girder floor beam connections which extended Phase A completion to June 5, 1970. Phase B was completed on September 30, the original specified completion date.

While there were numerous underruns and overruns involved the only one considered to be of major significance was Bid Item 78 - Approach Undercovering which was deleted by Price Agreement No. 18 and resulted in a savings of approximately $568,000.

The State's materials certification indicates that the materials incorporated into the work met the requirements of the specifications except as follows:

TOM [illegible]

(more)

7-19-71

* NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 7-13-71	TITLE Division Engineer	DATE

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED
UNTIL SUPPLY IS EXHAUSTED.

Items 63 and 63: Furnish 14BP117 and 14BP89 Steel Piling
A credit to the State of $10,720 for nonspecification (low yield point) piling. This credit is documented by Price Agreements 8 and 11.

Item 72: Miscellaneous Structural Steel
Liquidated damages of $1092 assessed for the use of CO_2 shielded welding process on steel shoes contrary to the specifications. This credit is documented by Price Agreement 22.

Item 75: Slope Paving
Price Agreement No. 33 of $1083 provides for liquidated damages for the use of nonspecified (low compresssive strength) paving blocks.

Class "B" Asphalt Concrete
An adjustment amounting to $42.40 was made in favor of the State for noncompliance with the relative compaction specification.

The three claims discussed in the Final Inspection Report are still pending. In addition to these three claims one additional for alleged excess excavation or quantity unbalance on the West Linn side of the river is also pending.

RECEIVED

RECEIVED
JUL 13 1971
FOR FILING

I-205-7(10)298

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 6, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
State Force Order No. 4

Your July 2 letter requested Federal participation in State Force Order No. 4 on the subject project. The work covered by this order includes repairing the hold-down devices originally installed on the modular expansion joints under Extra Work Order No. 16 and the installation of additional hold-down devices as necessary.

Since the project was formally opened to traffic on May 28, 1970 and accepted as complete on October 13, 1970, the corrective work covered by State Force Order No. 4 is considered to be a maintenance problem and therefore not eligible for Federal participation.

NOTED
R. E. [illegible]

7-13-71
Orig to Morgan

AEJ.

NOTED
TOM EDWARDS

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 - 1971
FOR FILING

I-315-7(10)
7105

July 2, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut   06103

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon   97201

Gentlemen:

Attached is a copy of a claim in the amount of $49,997.62, which has been filed with the Secretary of State by Souther, Spaulding, Kinsey, Williamson & Schwabe, Attorneys at Law, on behalf of Ameron for labor, materials, etc.

This appears to be in reference to the Willamette-Western Corp. and Donald M. Drake Company Contract No. 7105 for work on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

We provide this information, as your companies appear as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CC Willamette-Western Corp. and
    Donald M. Drake Company
    Foot of N. Portsmouth Avenue
    Portland, Oregon   97203

    Jewett, Barton, Leavy & Kern
    Morgan Building
    Portland, Oregon   97205

bc Commission
CWH:dr

NOTED ON CARD
7-2-71 dr.

Claim 4615

FILED
24 1971
MYERS
RY OF STATE

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 222-9981
CABLE ADDRESS: "ROBCAL"
WASHINGTON, D. C. OFFICE
1307 WYATT BLDG.
777 14TH ST. N. W.
TEL. 628-6280
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER

ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
STEPHEN B. HILL
BEN LOMBARD, JR.
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
ANDREW F. FINK

EDWIN D. HICKS
COUNSEL

June 23, 1971

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Enclosed is a Notice being filed pursuant to ORS 279.528 of the claim of Ameron Company against the bond of Willamette Western Corporation and Donald M. Drake Company in connection with the construction of the Willamette River (West Linn) Bridge, Contract No. 7105.

Very truly yours,

Rockne Gill
m.s.

Rockne Gill

RG:ms
CERTIFIED
Ret. Rec. Req.

RECEIVED
JUN 24 11 11 AM '71
ERS
STATE

Claim 4615

FILED
JUN 24 1971
CLAY MYERS
SECRETARY OF STATE

To: The Oregon State Highway Department
Salem, Oregon

NOTICE is hereby given that the undersigned, AMERON (formerly American Pipe & Construction Company), has a claim for labor and materials furnished, including bolts, welding rods, steel, plant and office engineering, and other labor and detailing, in the sum of $49,997.62 against the bond taken from General Insurance Company of America and The Travelers Indemnity Company, for the work of Willamette Western Corporation and Donald M. Drake Company in the construction of the Willamette River (West Linn) Bridge, Contract No. 7105.

DATED this 14 day of June, 1971.

AMERON

By John Bruce Caverne
Controller

RECEIVED
JUN 24 11 12 AM '71
RS
SECR. STATE

RECEIVED
JUL 6 - 1971
FOR FILING

July 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7105
Prefix 603-1097
FAP I-205-7(10)298

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 4 covering furnishing and installation of additional hold-down devices on the modular expansion joints on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

Hold-down devices were originally installed to control the noise at the expansion joints. Several of the studs that were welded to the transverse "I" sections have broken loose and some of the hooks on the threaded bars are broken. This order covers repairing the hold-down devices where necessary and beefing-up the system.

The contract work has been completed and the contractor's forces are no longer on the project. The State has the necessary equipment to perform this work most economically and expeditiously.

The estimated total cost of the work to be done under this order is $1,000 with Federal participation of $900. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer on June 11, 1971.

Your approval as of June 11, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. D. Morgan
Construction Engineer

JK:fw

771.

RECEIVED
JUL 1 - 1971

FOR FILING

7105

June 30, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On June 15, 1971, we wrote to you concerning release of final payment on Contract No. 7105 awarded to Willamette-Western Corp. and Donald M. Drake Company for work on the Willamette River (West Linn) Bridge section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $1,053.18 and the total contract amount is $15,174,666.71, including $126,020.17 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Willamette-Western Corp. and
Donald M. Drake Company
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Jewett, Barton, Leavy & Kern
Morgan Building
Portland, Oregon 97205

bc Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 15 1971

FOR FILE
[illegible]
7105

June 14, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1970 on Contract No. 7105. The contract was with Willamette-Western Corporation and Donald M. Drake Company and was for grading, paving, structure and traffic control devices on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 14, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

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JUN 16 1971
FOR FILING

T 205-4(10) [illegible]

11

Salem, Oregon
June 10, 1971

MEMO TO THE FILES

RE: Willamette River (West Linn) Bridge
Contract No. 7105
Box Girder Plan Change Claim

Willamette River Constructors' seven component claim in the total amount of $69,340.10 was discussed briefly with Mr. Edwards, particularly regarding the merit of auditing several components of the money amount claimed before the overall claim is submitted to the Review Board.

It was decided that it would be in order to proceed with the auditing as suggested by Mr. Merchant as soon as it can be arranged with Mr. Skoog. The Review Board would then have the benefit of the auditing information at such time as they consider the matter.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: Tom Edwards
F. B. Klaboe ✓
A. E. Johnson
L. I. Lindas
V. E. Skoog - Please contact Mr. Merchant or myself.
I. D. Merchant - Your file returned.

RECEIVED
JUN 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1971
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 7, 1971
Salem, Oregon

To:

Memorandum to Files

SUBJECT:

East Portland Freeway
Willamette River (West Linn) Bridge
Clackamas County
Bridge No. 9403
Contract 7105

Contractor's Claim Regarding Temporary Lateral Bracing

On Wednesday, April 28, 1971, a meeting was held in the Salem Bridge Office to discuss subject claim.

Present were the following:

Mr. Ivan Merchant, Bridge Engineer Mr. L. L. Wallace, Bridge Design Engineer Mr. J. E. Backstrand, Supervising Design Engineer Mr. K. A. Kamadoli, Design Team Supervisor	Oregon State Highway Division
Mr. A. B. Wilkinson	Project Manager for Willamette Western Corporation And Donald M. Drake Co.
Mr. Dick Lieber	Earl & Wright, Consulting Engineers

The main point of discussion was criteria for design of lateral bracing, advanced by Mr. Lieber. Following is the writer's understanding of Mr. Lieber's criteria:

> "Lateral forces on tension flange plates shall be applied at all diaphragm points at all stages of construction to check the necessity of bottom lateral bracings for plate girder spans where permanent bracing is not provided.
>
> The lateral force to be used shall be 4% of the actual longitudinal force in the area of compression flange plate + 1/6th the area of web plate.
>
> If the combined stresses in the tension flange plate due to the vertical load and the lateral force exceed the allowable stresses, then it is assumed that the tension flange plate cannot restrain the compression flange plate from moving laterally (or buckling). For such case, a lateral bracing shall be designed to withstand sum of all lateral forces at a diaphragm point from all plate girders."

As this criteria is not to be found in textbooks or technical papers on the subject of buckling, the writer feels that it is up to the contractor to prove that his criteria is, in fact, valid. As of this date calculations submitted by Earl & Wright to us do not include the 4% force in analyzing the actual stresses in the flanges.

It was pointed out to Mr. Lieber that his calculations for wind load and concrete deck dead load were in error. The wind load force he used should have been divided by the number of girders in the cross-section of a given span.

It was also pointed out that we have built many uncurved welded plate girders of similar spans lengths to those in question, without lateral bracing and no evidence of any overstress or failure.

Even if Mr. Lieber's criteria could be justified, it is the writer's opinion that the contractor has the responsibility of providing whatever temporary bracing might be required during construction.

The status of this matter at the present time is that they will attempt to produce authoritative support for the theoretical criteria regarding buckling of compression flanges, which was advanced by Mr. Lieber. Mr. Wilkinson agreed that this should be done.

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

LLW/ag

cc: A. E. Johnson
Leonard Lindas

RECEIVED
MAY 6 - 1971
FOR FILING

[illegible]
[illegible]

May 5, 1971

Souther, Spaulding, Kinsey,
 Williamson & Schwabe
Attorneys at Law
12th Floor Standard Plaza
Portland, Oregon 97204

Attention: Rockne Gill

Gentlemen:

This is to acknowledge receipt of your letter of April 30, 1971, with attached affidavit signed by Mr. Bruce Carnine.

As requested, we are attaching a copy of the contract and bond covering the Willamette Western Corporation and Donald M. Drake Contract No. 7105 Willamette River (West Linn) Bridge Section.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl
Enclosure

AFFIDAVIT

STATE OF OREGON) ss.
County of Multnomah)

I, BRUCE CARNINE, being duly sworn depose and say:

That I am the Controller for Ameron (formerly American Pipe & Construction Company).

That Ameron has a claim for labor and materials furnished in the prosecution of the work provided in the Oregon State Highway Department contract, No. 7105, Willamette River (West Linn Bridge). That such claim has not been paid.

Bruce Carnine
Affiant

Subscribed and sworn to before me this 29th day of April, 1971.

Pauline E. Coleman
Notary Public for Oregon
My Commission Expires: 9-13-74

RECEIVED
MAY 4 - 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 5 - 1971
FOR FILING

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

TO Edwards
FOR your info
LEONARD I. LINDAS

I-205-7(10)298
7105

RECEIVED
MAR 30 1971
LEGAL

March 29, 1971

Mr. Leonard Lindas
Chief Counsel
Oregon State Highway Department
Salem, Oregon

re: West Linn Bridge Willamette-Western
Donald Drake Company, Contractor
Lateral bracing claim

Dear Mr. Lindas:

This will confirm our discussion of March 26. I am perfectly willing to have Mr. Dick Leber of Earl & Wright, our engineers, and our Mr. Wilkinson meet with the engineers in the bridge department and compare engineering data. I will be willing to arrange to have our personnel present or in the alternative have one of the people in your bridge department call Mr. Wilkinson at Willamette-Western and set up the meeting.

After these people have exchanged information, it is understood that you and I will sit down and talk about the legal aspects of the problem, if any remain.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

cc: Tony Wilkinson

a/ Discuss 4-5-71

Orig. to Merchant
"Please arrange meeting"
GE

FORM E-30 (4-70) 1971

SP*92903-734

FOR FILING

I-205-7(10)

7105

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 3, 1971

To:

Mr. J. X. Wilson
Resident Bridge Engineer
1505 Main Street
Oregon City 97045

SUBJECT:

Claim Alleged Wage Escalation
Willamette Rv. (W. L.) Bridge
East Portland Freeway
Contract No. 7105

This will confirm our conversation relative to the subject claim and the need that you:

(1) Acknowledge your contractor's claim letter, advise him that we will make a complete study, that we may need from him more detailed information, and that he will be advised of the outcome of our study and its review.

(2) Make a study which would indicate the relationship that the escalated costs bear to the changes made.

(3) Favor us with your analysis and recommendation.

LWRulien

L. W. Rulien
Regional Engineer

LWR:fb
cc A. E. Johnson
I. D. Merchant

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 1971
FOR FILING

Claim 4583

FILED
MAR - 1 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 1 10 31 AM '71
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7105

February 26, 1971

Mr. Jack L. Kennedy
Attorney at Law
1402 Standard Plaza
Portland, Oregon 97204

NOTED ON CARD
3-2-71 kl

Dear Mr. Kennedy:

This is to acknowledge receipt of your letters of February 22 addressed to the Secretary of State and to the Oregon State Highway Commission, with attached Notice of Claim of H. B. Painters, Inc., stating that Willamette Western Corporation and Donald M. Drake Company owes them for the painting of plate girders in the amount of $137,180.76 plus interest and for the painting of the interior of box girders in the amount of $21,347.21 plus interest.

This appears to be in connection with the Willamette-Western Corporation - Donald M. Drake Contract No. 7105 for work on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

The Travelers Indemnity Company and General Insurance Company of America through Jewett, Barton, Leavy & Kern Corporation, Morgan Building, in Portland furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED C. W. HEAD
C. W. Head, Assistant Secretary

CWH:kl

cc The Travelers Indemnity Company
General Insurance Company of America
Jewett, Barton, Leavy & Kern
Willamette-Western Corporation
Donald M. Drake Company

bc **Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.**
Commission ✓

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, H. B. Painters, Inc., a corporation, has a claim for labor and materials performed and furnished by H. B. Painters, Inc., for the painting of plate girders on the Willamette River (West Linn) Bridge, Contract No. 7105, in the sum of One Hundred Thirty-seven Thousand One Hundred Eighty and 76/100 Dollars $137,180.76), with interest thereon at six percent (6%) per annum from July 16, 1970, until paid, and for labor and materials performed and furnished by H. B. Painters, Inc., for the painting of the interior of Box Girders on the Willamette River (West Linn) Bridge, Contract No. 7105, in the sum of Twenty-one Thousand Three Hundred Forty-seven and 21/100 Dollars ($21,347.21), with interest thereon at six percent (6%) per annum from October 27, 1970, until paid, against the Bond taken from Willamette-Western Corporation, an Oregon corporation, and Donald M. Drake Company, an Oregon corporation, by and through their respective corporate officials in a joint venture, as principal, and General Insurance Company of America, a corporation, and The Travelers Indemnity Company, a corporation, as sureties, all jointly and severally held and bound, for the work of building and constructing the Willamette River (West Linn) Bridge, Contract No. 7105.

DATED this 19th day of February, 1971.

H. B. PAINTERS, INC.

By Harold Brinkley
Harold Brinkley
President

STATE OF OREGON)
) ss.
County of Multnomah)

I, HAROLD BRINKLEY, being first duly sworn, depose and say that I am the President of H. B. Painters, Inc., the claimant herein, and that the foregoing Notice of Claim is true as I verily believe.

Harold Brinkley

Subscribed and sworn to before me this 19th day of February, 1971.

Notary Public for Oregon
My commission expires: 4-3-72

RECEIVED
FORM E-30 (REV. 10-6[illegible])
FEB 4 - 1971

FOR FILE

I-265-7[illegible]
7165

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 3, 1971

SUBJECT: Pedestrian Traffic
New Oregon City-West Linn Bridge

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

The Oregon statutes are unclear as to whether the State Highway Commission has legal authority to prohibit pedestrian traffic on bridges; however, we have on occasion in the past installed such signing on the basis of authority vested in the Highway Commission to mark highways and control traffic (ORS 483.044, Par. 2).

I would suggest that we do not take this matter to the Commission, but that we instruct the Region Office to erect "PEDESTRIANS PROHIBITED" signs at each approach to the structure. This is the action we have taken in similar situations in the past.

L. E. George
L. E. George
Operations Engineer

LEG:njc

Approved 2-4-71
F B Klaboe
Asst. State Hwy. Engr.

copy to George
2-4-71

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
FEB 2 - 1971
FOR FILING

I-205-7(10)-274
116

Salem, Oregon 97310
February 2, 1971

Mr. L. E. George
Operations Engineer
Traffic Section
BUILDING

Reference is made to the proposal by the Region that we prohibit pedestrians from using the new Oregon City-West Linn Bridge.

I agree that the prohibition should be instituted. However, I am not sure what steps need to be taken before this can be done. Will the State Highway Commission have to pass a resolution or can the signs just be put up and by that action become legal? Whatever is necessary I would like you to take care of so that this can be consummated in the very near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1971

SUBJECT:
Pedestrian Traffic
Oregon City-West Linn Bridge
I-205

To: F. B. Klaboe
Assistant State Highway Engineer

BUILDING

There is attached a copy of a letter from Larry Rulien recommending the installation of signs prohibiting pedestrian traffic on the new Oregon City-West Linn Bridge. It appears that there are certain numbers of pedestrians walking across the bridge.

In 1966, "Pedestrians Prohibited" signs were installed on the Stadium Freeway in Portland. It is recommended that similar signs be installed on the ramps at both the Oregon City and West Linn ends of the bridge in question. If this recommendation is approved, I will arrange for the signs to be installed.

L. E. George

L. E. George
Operations Engineer

VPJ:pb
Attachment

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 20, 1971

[illegible] 1971

SUBJECT: Pedestrian Traffic
Oregon City - West Linn Bridge
I-205 - Hwy. No. 64

To: F.B. Crandall
Traffic Engineer

It has been pointed out to us by the West Linn City Police Department that pedestrians are using the Oregon City - West Linn Bridge. As you know, there is no provision for pedestrian traffic on the structure. The local police would like to have some sign posted prohibiting pedestrians as a safety measure.

It would appear that this request is in order. Would you review the matter and clear it through proper channels and then advise us of what sign should be used.

L.W. Rulien
Regional Engineer

LWR:sdf

CC: John Sheldrake
Ronald W. Failmezger

I recommend "Vehicles Only"
R

NOTED
L.E. GEORGE

SP*92473-734

RECEIVED
JAN 20 1971

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

R/W Fed. Aid Proj. I-205-7
(4) 290
Const. Proj. I-205-7 (11)294
West Linn-Tualatin River Sec.
East Portland Freeway
Clackamas County

Dear Sir:

During the above construction project, the reservoir belonging to the City of West Linn was threatened with a slide, possibly caused by the construction. As a result of this slide damage, the City of West Linn and the State of Oregon signed a contract (Miscellaneous C and A 3919) whereby a new reservoir was constructed on a new site. A copy of this contract is enclosed. Please note that under Item 6 of "THINGS TO BE DONE BY THE STATE," and Item 4 under "THINGS TO BE DONE BY THE CITY," the State was to provide a new site and the City would then deed the old site to the State in return for the new site.

As indicated by the terms of the agreement, the new site was determined by a consultant on the basis of foundation investigations. This site was established on parts of Files 40791 and 41739 as shown in the attached description section of the right of way map, prints of Sheet 10 of the right of way plans and Sheet 8 of the construction plans. This property was purchased as right of way and scenic enhancement with Federal participation.

We now request your concurrence in the exchange with the City of West Linn of the property described in File 45230 which is also shown on the attached map and plans and described in an attached description for this property. This exchange is in the public interest as it was the best possible solution for an emergency situation that endangered the water supply for the City of West Linn.

We propose to keep the former reservoir property in the name of the State without Federal participation. If you

NOTED
TOM EDWARDS

wish credit for the participation in the property being deeded to West Linn, please let us know.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachments
V. E. Skoog
M. R. Mitchell

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. 31 ... 11

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River (West Linn) Bridge

WEEK ENDING: December 19, 1970

SECTION: 603-1097

HIGHWAY: East Portland Freeway

COUNTY: Clackamas

NAME OF JOB: Willamette River (West Linn) Bridge

KIND OF WORK: Grad., Pav., Structure & Traffic Control Devises

CONTRACTOR: Willamette Western Corp. and Donald M. Drake Co.

CONTRACT NUMBER: 7105

FEDERAL AID PROJECT NUMBER: I-205-7(10)298

DATE OF CONTRACT: January 11, 1968

DATE WORK STARTED: January 25, 1968

ESTIMATED COMPLETION DATE: a) June 5, 1970 b)

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a) 6-5-70* b) 9-30-70**

PERCENT OF TIME ELAPSED: a) 100 b)

PROJECT AUTHORIZATION: $17,787,228.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $16,522,359.15

ENGINEERING AUTHORIZATION: $1,264,869.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $15,622,241.51

ENGINEERING COST TO DATE: $621,700.00

DATE PROJECT WAS COMPLETED: 96 a) 6-5-70

ESTIMATED PERCENT OVERRUN XXXXXX: 5 %

PERCENT OF AUTHORIZATION: 49 %

*a) Extended from 11-30-69 to 6-5-70 **a) All except painting & conc. finishing b) entire project

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
100	100	100	100	100	100	PMBB	

	Emb. Fd. Exc. XXXXX	SURFACING	Emb. In Place XXXXXXXX XXXXXXX	XXXXXXXXXXX XXXXX	PAVING
MILES IN PROJECT	0.13	0.13	0.13	0.13	0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13	0.13	0.13	0.13	0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,180 CY	33,400 ton	390,500 CY	13,200 ton	10,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,770 CY	31,279 ton		10,545 ton	11,397 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,770 CY	31,279 ton		10,545 ton	11,397 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 ton truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9403					
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December 13	Rain			
MONDAY 14	Rain			
TUESDAY 15	Rain			
WEDNESDAY 16	Rain			
THURSDAY 17	Clear			
FRIDAY 18	Clear			
SATURDAY				

Routing

Johnson

Stein

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DEC 21 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December 13 SUNDAY	No Activity
14 MONDAY	Welded studs & bolted down expansion joint at Pier #6.
15 TUESDAY	Worked on drain pipe at Pier #13. Checked bolts at Expansion joints Piers #2, #3 & #9 "L" Line.
16 WEDNESDAY	No Activity.
17 THURSDAY	Checked bolts at expansion joints Piers #A3-1, #A3-4, C3-1, C3-4 & Pier #12 on "E" Line. Al Rear inspected Project today.
18 FRIDAY	Worked on drain at Pier #13.
19 SATURDAY	No Activity.

REMARKS

Work is complete on modular expansion joint hold-down devise.
This is final Weekly Report.

SIGNED by
J.X. Wilson

LOCATION Oregon City

ENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7105

Form 2-206-GX

STATE COPY

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-30-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name Willamette River (West Linn) Bridge
Date November 9, 1970
Highway East Portland Freeway
Contract No. 7105
County Clackamas
Prefix 603-1097
Contractor Willamette Western Corp. & Donald M. Drake Co.
F. A. Project No. I-205-7(10)298
Address Foot of North Portsmouth, Portland, Oregon
Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install spring-loaded hold-down systems on all "Transflex" and "modular" (Type I) expansion joints on the structure.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Labor	$ 5, 000.00
Material	2, 000.00
Equipment	1, 500.00
Total	$ 8, 500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Properly installed, both these joints produced excessive noise under traffic. The additional work necessary to effect quiet operation is taken to be the State's responsibility.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	17,787,228.75
Present estimate of project cost, including $ 8,500.00 for work under this order	$ 17,035,415.00
Expected under-run ~~over-run~~ amount	$ 751,813.75
Expected under-run ~~over-run~~ per cent	4.2%

Space to right of this line is for use of Salem Office

Submitted by: J. Y. Wilson
Resident Engineer

Approval Recommended: Division Engineer

TOM EDWARDS

Approval Recommended: Alfred A. Rice
Construction Engineer or Bridge Engineer

Approved
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

12-1-70

State Printing

RECEIVED
NOV 20 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 4, 1970

11-19

Mr. A. B. Wilkinson
Project Manager
Willamette River Constructors
Post Office Box 231
Oregon City, Oregon 97045

RE: Willamette River (West
Linn) Bridge
Contract No. 7105

Dear Mr. Wilkinson:

This will confirm the time of 1:30 P.M. Thursday, November 19, 1970, for your meeting with the Highway Claims Review Board. The meeting will be held in Room 109, the small Conference Room, on the first floor of the State Highway Building here in Salem.

The purpose of this meeting is to review your claim in the amount of $36,849.30 related to temporary lateral bracing on the subject structure.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. I. Lindas
V. E. Skoog
C. G. Swenson
I. D. Merchant
L. W. Rulien

RECEIVED
NOV [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WILLAMETTE RIVER CONSTRUCTORS
A JOINT VENTURE OF WILLAMETTE-WESTERN CORPORATION AND DONALD M. DRAKE COMPANY
POST OFFICE BOX 231 • OREGON CITY, OREGON 97045
TELEPHONE (503) 655-2509

October 7, 1970

Oregon State Highway Department
P. O. Box 255
West Linn, Oregon

Attention: Mr. J. X. Wilson

RE: Willamette River (West Linn) Bridge
Temporary Lateral Bracing

Dear Sir:

As you have denied our claim on the matter of the temporary lateral bracing on the plate girders, we will, in accordance with Mr. Merchants letter of May 6, 1970, be requesting a hearing before the Highway Division Claims Review Board.

As we have not previously submitted an itemized presentation of our costs involved in this work please find below listed.

1.	Labor	$ 5,535.00
2.	Engineering Consultants Fees	5,000.00
3.	Materials	19,933.42
4.	Equipment	1,333.80
5.	Percentage Allowances - 20% Item 1	1,107.00
	- 15% Items 2, 3, & 4	3,190.08
	Total Amount of Claim	$36,849.30

Attached hereto please find a copy of Earl and Wright's letter, dated September 21, 1970, which is submitted for your files on the subject matter and further substantiates the basis of our claim.

Very truly yours,

WILLAMETTE RIVER CONSTRUCTORS

A. B. Wilkinson
Project Manager

ABW:nb;cs

RECEIVED
OCT 27 1970
BRIDGE DIVISION

OCT 12 1970

J. G. WRIGHT, F. ASCE
W. W. HAYES, M. ASCE
N. J. LEWIS, F. ASCE
W. M. MARTINOVICH, M. ASCE
W. R. SCHMIDT, F. ASCE
J. M. RINNE, F. ASCE

EARL AND WRIGHT
CONSULTING ENGINEERS
657 HOWARD STREET
SAN FRANCISCO, CALIFORNIA 94105
415-981-7770

AUSTIN W. EARL
(FED. 1965)
CABLE EANDW
TELEX 27434
TWX 910-372-7218

September 21, 1970

Willamette Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. Tony Wilkenson

Subject: West Linn Bridge

Dear Sirs:

Confirming our telephone conversation of this date, we did relate to you in November of 1968 that our firm would not be responsible for the erection of the side spans of the West Linn Bridge, unless preventative measures were taken to prevent lateral buckling of a large proportion of the side span plate girders. We forwarded, on November 19, 1968, our lateral stability calculations covering the C line erection which indicated that the curved girders on that line, even if straight, were not stable if erected without being braced.

Mr. Richard Leber visually inspected a number of the straight "L Line" girders that had been erected with the temporary cable cross ties (for stability), which we designed for you and noted that the cables were subjected to a large amount of strain which was preventing the girders from buckling. This visual inspection indicated to us that if the cables had not been in place, the girders would have probably buckled.

In this same telephone conversation, you asked us to quote to you our engineering costs for the stability analysis of the plate girders and the development of the required stabilizing system. Our cost to you for the above mentioned items was approximately $5,000.

Should you have any further questions regarding this matter, please do not hesitate to call us.

Very truly yours,

EARL AND WRIGHT

Richard A Leber

R. A. Leber
Project Engineer

RAL:mr

RECEIVED
OCT 27 1970
BRIDGE DIVISION

S 1970
Willamette Western Corp.
Construction
Division

Willamette River (West Linn) Bridge
Contract No. 7105

CORRESPONDENCE RELATING TO CONTRACTOR'S CLAIM:

BOTTOM LATERAL BRACING DURING ERECTION OF STRUCTURAL STEEL

Contents:

October 29, 1968, A.C. Harwood to I. D. Merchant.
Forwards letters from J. X. Wilson to Division, dated October 25, 1968, and one from Willamette River Constructors to J. X. Wilson, No. 72, dated October 21, 1968. First mention of possible problem of bottom lateral bracing during erection.

November 11, 1968, Willamette River Constructors to J. X. Wilson, No. 82. Asks to be advised.

November 27, 1968, Willamette River Constructors to J. X. Wilson, No. 88. Sent erection drawings showing additional lateral bracing.

November 27, 1968, Moffatt, Nichol & Bonney to J. X. Wilson. State their position.

December 2, 1968, J. X. Wilson to Moffatt, Nichol & Bonney. Sent calculations from Earl & Wright to Moffatt, Nichol & Bonney. Calculations are attached.

December 6, 1968, Moffatt, Nichol & Bonney to J. X. Wilson. Replies to Wilson's letter of December 2. Their position is unchanged; copy of their letter of November 27 is attached.

December 12, 1968, Moffatt, Nichol & Bonney to J. X. Wilson. Brief comment on lateral bracing after having reviewed contractor's erection procedure.

January 15, 1969, A. C. Harwood to I. D. Merchant.
Forwards correspondence as follows:

a. J. X. Wilson to A. C. Harwood - January 8, 1969; forwards letter from Willamette River Constructors.

b. Willamette River Constructors to J. X. Wilson, No. 1-69, dated January 3, 1969. Restates their position.

c. J. X. Wilson to Willamette River Constructors - December 13, 1968.
Restates State's position.

January 23, 1969, J. X. Wilson to Willamette River Constructors.
Repeats State's position.

June 9, 1969, Willamette River Constructors to J. X. Wilson, No. 30-69.
Restates contractor's position.

March 6, 1970, J. X. Wilson to Willamette River Constructors. Reply to letter from Willamette River Constructors to J. X. Wilson, No. 20-70, dated February 25, 1970. Wilson rejects claim.

May 6, 1970, I. D. Merchant to Willamette River Constructors. Replies to letter from Willamette River Constructors to J. X. Wilson, No. 33-70, dated April 13, 1970. Refers contractor to Claims Review Board.
Other letters attached are as follows:

a. A. C. Harwood to I. D. Merchant, dated April 22, 1970.

b. J. X. Wilson to A. C. Harwood, dated April 16, 1970.

RECEIVED
OCT 29 1970
FOR PLANS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(10)298
7105

October 13, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract7105
Prefix 603-1097
FAP I-205-7(10)298

NOTED
A. E. JOHNSON

Dear Sir:

All work under Contract No. 7105, Willamette River(West Linn) Bridge Section of the East Portland Freeway in Clackamas County, was completed on September 30, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cy to Construction
10-22

Federal Highway Administration
Oregon Division Office Endorsement

Date October 13, 1970

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

WNB:js
VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
OCT 3[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-306—5M

I-5-Wash [illegible]
7105

STATE COPY

G-15

APPROVED EFFECTIVE DATE [illegible] 70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 10-12-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge
Highway East Portland Freeway
County Clackamas
Contractor Willamette Western - Donald M. Drake Company
Address P.O. Box 03190 Portland, OR 97203

Date September 14 19 70
Contract No. 7105
Prefix 603-1097
F. A. Project No. I-205-7(10)298
Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate pedestrian signal pedestals as shown on attached sketch.

Location by station numbers:

99E and "D" Line
Oswego Highway and "D" Line

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SEP 23 1970
BRIDGE DIVISION

Estimate of quantities and cost:

Material	$200.00
+ 15%	30.00
Equipment	200.00
+ 15%	30.00
Labor	300.00
+ 20%	60.00

TOTAL $820.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These pedestrian signal pedestals are to be relocated for safety of the traveling public. (Removal of pedestals from painted island to a position behind the concrete curbs).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.7
Present estimate of project cost, including $820.00 for work under this order	$17,002,804.6
Expected under-run ~~over-run~~ amount	$784,424.12
Expected under-run xxxxxxxx per cent	4

Space to right of this line is for use of Salem Office

Submitted by: J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: Allan [illegible]
Division Engineer

Approval Recommended: Alfred [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible] 10-13-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

SP*22577-734

RECEIVED
SEP 9 - 1970
FOR FILE

WILLAMETTE RIVER CONSTRUCTORS
A JOINT VENTURE OF WILLAMETTE-WESTERN CORPORATION AND DONALD M. DRAKE COMPANY
POST OFFICE BOX 231 • OREGON CITY, OREGON 97045
TELEPHONE (503) 655-2509

September 3, 1970

H. B. Painters, Inc.
P. O. Box 6385
Kennewick, Washington 99336

Attention: Mr. Harold Brinkley, President

Gentlemen:

We are enclosing a copy of a letter from Pastor Warren W. West and a copy of a letter from the Oregon State Highway Department concerning paint damage to Pastor West's car. In accordance with our Subcontract Agreement we are referring Pastor West's damage claim to you and are notifying him by separate correspondence that he may contact you directly for settlement of his claim.

Very truly yours,

WILLAMETTE RIVER CONSTRUCTORS

Frank M. Warren, Jr.
Administrative Assistant
Northern Construction Division
Willamette-Western Corporation

FMW:nb

cc: Mr. A. E. Johnson- Oregon State Highway Dept. ✓
Jerome Lewis Company
Sam Melrose-JBL&K Corp.

Encl:

NOTED
A. E. JOHNSON

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WILLAMETTE RIVER CONSTRUCTORS
A JOINT VENTURE OF WILLAMETTE-WESTERN CORPORATION AND DONALD M. DRAKE COMPANY
POST OFFICE BOX 231 • OREGON CITY, OREGON 97045
TELEPHONE (503) 655-2509

September 3, 1970

Warren W. West, Pastor
Hinson Memorial Baptist Church
P. O. Box 14186
Portland, Oregon 97214

Dear Sir:

Your letter of August 7, 1970 has been referred to us by the Oregon State Highway Department as prime contractors on the West Linn Bridge. On the day that you mentioned in your letter it appears that our painting subcontractor may have been responsible for the paint damage to your automobile. If this is the case, our painting subcontractor, H. B. Painters, Inc. would be responsible for settling this claim with you. Therefore we would suggest that you contact them directly and submit your damage claim to them. H. B. Painters, Inc. is located in Kennewick and their address is P. O. Box 6385 Kennewick, Washington 99336. For your additional information their insurance agent is Jerome Lewis Company, 1102 West Yakima Avenue, Yakima, Washington. If we may be of any further assistance please let us know.

Very truly yours,

WILLAMETTE RIVER CONSTRUCTORS

Frank M. Warren, Jr.
Administrative Assistant
Northern Construction Division
Willamette-Western Corporation

FMW:nb

cc: Mr. Johnson- Oregon State Highway
Sam Melrose - J B L & K Corp.

RECEIVED
SEP 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1970
FOR FILING

I-205-7(6)
7105

August 21, 1970

54

Rev. Warren W. West
Hinson Memorial Baptist Church
Post Office Box 14186
Portland, Oregon 97214

Dear Mr. West:

Damage such as that described in your letter of August 7 could be the result of painting operations on the Willamette River (West Linn) Bridge. This work is under contract to Willamette-Western Corporation whose address is Foot of North Portsmouth, Portland, Oregon 97203 and the Donald M. Drake Company whose address is 1740 N. W. Flanders, Portland, Oregon 97209. Under the terms of the contract, the contractor is responsible for such damage.

I am forwarding a copy of your letter to both the contractor and his surety, the Travelers Indemnity Company and the General Casualty Company of America, whose resident agent is Jewett, Barton, Leavy and Kern, Morgan Building, Portland, Oregon 97205.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

CAG:ag sr

cc: Willamette-Western Corporation
Donald M. Drake Company
Jewett, Barton, Leavy and Kern

bc: R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Merchant
L. W. Rulien
J. X. Wilson

That In All Things He Might Have The Pre-eminence

Hinson Memorial Baptist Church

P. O. BOX 14186 • PORTLAND, OREGON 97214 • 232-1156

Warren William West,
Pastor

John R. Siemens, D.D.,
Minister of Visitation

Timothy Robberson
Minister of Youth

Admin

E. Edwards

Al Johnson
Pls handle

August 7, 1970

Highway Department
State of Oregon
Salem, Oregon

Dear Sir:

On Friday, July 24th, 1970, I picked up a new 1970 Pontiac Catalina at Myrl McKee Pontiac, 1404 Main Street, Oregon, City. On returning home with my car, I passed under the Westlinn Bridge on Route 99E, where some men were painting with green paint. Some of the paint dropped on the vinyl roof of the automobile and on the front and rear of the car. When I returned to Hinson Church where I serve as Pastor, I noticed the paint marks on the automobile and had the Church custodian attempt to remove them. In removing the paint, some of the wax and finish was taken off the car and has left marks on several parts of the automobile. There was no warning of painting or anything of caution; since I tried to remove the paint unsuccessfully before notifying the Highway Department, I now feel that whomever is responsible for painting the Westlinn Bridge should restore my automobile to its original finish. I would appreciate your prompt attention in this matter.

Sincerely,

Warren W. West jm

Warren W. West

RECEIVED

WWW:jem

RECEIVED
AUG 14 1970
BRIDGE DIVISION

RECEIVED
AUG 11 1970
OREGON
STATE HIGHWAY COMMISSION

#4544

FILED
AUG [illegible] 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
SEP 1 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1970

Pacific Building Materials
3[illegible]0 S. W. Hood Avenue
Portland, Oregon 97201

Attention: [illegible]
District Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of August 25 and attached Notice of Claim stating that Willamette-Western Corporation-Donald M. Drake Company owes you for concrete, sand, and gravel in the amount of $[illegible]70.47.

This appears to be in connection with the Willamette-Western Corporation-Donald M. Drake Co., Contract No. 7105 for grading, paving, structure, and traffic control devices on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

The Travelers Indemnity Company and General Insurance Company of America through Jewett, Barton, Leavy and Kern Corporation, Lewis Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

NOTED ON CARD
9-1-70 cR

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc The Travelers Indemnity Co.
General Ins. Co. of America
Jewett, Barton, Leavy and Kern
Willamette-Western Corp. -
Donald M. Drake Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

#4544

FILED
AUG 31 1970
CLAY MYERS

RECEIVED
SEP 1 - 1970

I

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 26, 1970

Pacific Building Materials
3510 S. E. [illegible] Avenue
Portland, Oregon [illegible]

Attention: [illegible]
District Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of August 25 and attached Notice of Claim stating that Willamette-Western Corporation-Donald M. Drake Company owes you for concrete, sand, and gravel in the amount of $670.47.

This appears to be in connection with the Willamette-Western Corporation-Donald M. Drake Co., Contract No. 7105 for grading, paving, structure, and traffic control devices on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

The Travelers Indemnity Company and General Insurance Company of America through Jewett, Barton, Leavy and Kern Corporation, Lewis Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
9-1-70 CR

cc The Travelers Indemnity Co.
General Ins. Co. of America
Jewett, Barton, Leavy and Kern
Willamette-Western Corp. -
Donald M. Drake Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

August 25, 1970

To Oregon State Highway Department:

Notice is hereby given that the undersigned Glacier Sand & Gravel Co. dba Pacific Building Materials has a claim for concrete, sand, and gravel furnished by Glacier Sand & Gravel Co. dba Pacific Building Materials in the sum of $870.47 against the bond taken from Willamette-Western Corporation and Donald M. Drake Company, principals and The Traveler's Indemnity Company and General Insurance Company of America, sureties, for the work of the Willamette River (West Linn) Bridge Section, State Highway Contract No. 7105.

GLACIER SAND & GRAVEL CO. dba
PACIFIC BUILDING MATERIALS

By

AUG 27 1970

I-205-[illegible]

7105

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 18, 1970

Mr. Milton Woolridge
165 Cherry Avenue
Oregon City, Oregon 97045

Dear Mr. Woolridge:

Thank you for your note expressing concern about the on-ramps to the new bridge across the river between West Linn and Oregon City.

The Highway Division advises that the proximity of McLoughlin Boulevard and the main channel of the Willamette River is such that a workable on-ramp from McLoughlin to the bridge is not reasonably achievable within the design criteria now established in bridge construction. You will note in observing the westerly end of the bridge that additional piers and a different type of construction are necessary for the on-ramps. The additional piers would severely restrict river traffic and would not, in fact, be approved by the U. S. Coast Guard, which has control of navigable rivers.

The bridge at Wilsonville over the Willamette River was constructed as a part of the Wilsonville-Hubbard Highway and was completed and opened to traffic in 1954. Subsequent routing of the Interstate Highway over this route greatly increased the traffic, requiring more lanes. For these reasons, the Highway Division, as a part of the Interstate construction, has rebuilt the bridge to handle the traffic volumes up to the 1985-1990 period.

I am grateful to you for taking the time to write me as you did.

Sincerely,

Governor

TM:mw
bcc: Highway Division

RECEIVED
AUG 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

NOTED
R. L. PORTER

WOOLRIDGE TO HWY 8/5

Edwards
Draft

August 4, 1970

Dear Govenor McCall,

Please excuse this paper but it is all I had when I wanted to write. There are two things I would like to ask about.

1. Why wasn't there an on ramp to the new bridge here in Oregon City?, that is why wasn't it put on the west side of McLoughlin rather than the east side. traffic wanting to get on the bridge has to cross over McLoughlin — this seems like a waste of money.

2. The bridge at Wilsonvill is about ten years old and already we have to have it expanded to make way for more traffic. There definately seems to be a lack of planing in our highway system.

I realize that you, as our Govenor, are not responsible for this problem at Wilsonville but I know that there is a lack of planing in Oregon City. This bridge should have been planed for at least 20 years or more as our great state is growing more each year.

If it was for the lack of finances then it should have not been started.

Sincerely

Milton Woolridge
165 Cherry Ave
Oregon City, Ore 97045

AUG 5 1970

RECEIVED
AUG 12 1970
FORM 2-30 (REV. 10-69)
FOR FILING

I-[illegible]
7105

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

August 6, 1970

SUBJECT:
Willamette Rv. (W.L.) Bridge
East Portland Freeway
Contract No. 7105

To:
Mr. A. E. Johnson
Asst. State Highway Engineer
Salem

This is in reply to your letters of July 16 and August 3, 1970 regarding the noise produced when traffic hits the expansion joints on the subject project. There are two types of joints in use in the westerly portion of the structure. Both of these joints produce a certain amount of noise when traffic passes over them.

Some of the transflex joints did not lie flat in the concrete slots and produce something of a slapping or thudding noise. However, after additional investigation, it is our feeling that the noise the local residents are particularly objecting to is created by the Type 1 or modular expansion joint at Pier 6. This joint consists of a number of "I" sections separated by cellular neoprene joint sealer. The "I" sections are supported on a heavy steel support bar. Cushioning between the steel surfaces is provided by 3/16-inch neoprene type material called adiprene. When traffic hits this joint, there is something of a rumbling noise produced by tires running over the "I" sections, and also a thumping noise probably from the "I" sections contacting the support bar.

I feel that there will always be some noise at both of these types of joints when cars pass over them just due to the texture of the joint. Much of the slapping noise produced by the transflex joint has been eliminated by taking the joint up and regrouting and repairing under the joint so that the joints would lie flat. The manufacturer of the modular Type 1 joint was on the job last week and proposed the installation of a shim under the support bar which will produce a continuous downward pressure on the support bar from all of the "I" sections. This should reduce the bounce and noise. The supplier is having these shims fabricated at the present time, and the contractor will install them as soon as they become available,

TOM [illegible]

NOTED
A. E. JOHNSON

SP*52475-734

at no cost to the state. If this solution does not sufficiently quiet the joint, we will likely try installing another thickness of adiprene between the "I" section and the support beams.

L. W. Rulien
Regional Engineer

by Allan C Harwood
A. C. Harwood
Asst. Regional Engineer

ACH:fb

cc I. D. Merchant
F. D. Morgan
J. X. Wilson

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

FORM PR-338 (REV. 3-68) OSHD (A. E. Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection bcw

Region No. 8	Report No. 25	County Clackamas	Division Oregon
Date of Inspection 6-23-70	Inspection Made By W. N. Bryant, Area Engr		Project No. I-205-7(10)284
In Company With J. X. Wilson, Res Engr, OSHD			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed (a) 100 (b) 91 %	Work Completed 96 %

Report to include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

WILLAMETTE RIVER (WEST LINN) BRIDGE
EAST PORTLAND FREEWAY
Grading, Paving, Structures, Traffic Control Devices

1. SCOPE OF INSPECTION:

This inspection included a review of all work in progress and acceptance of the contract work specified under Unit "A" (all work except painting and concrete finishing).

2. WORK IN PROGRESS:

Sand blasting and painting of structural steel. Surfacing finishing of concrete. Grinding deck on northbound lanes. Excavating trenches for structure drainage storm sewer on West Linn side.

3. REMARKS AND RECOMMENDATIONS:

All contract work specified under Unit "A" was completed in reasonably close conformity with the approved plans and specifications including authorized changes on June 5, 1970 except for the surface finish of the deck. As indicated in previous reports considerable grinding of the deck is being performed in order to meet the specification requirements relative to final, roadway finish. The State indicated that they felt it would be inappropriate to access liquidated damage for the time required (after June 5) to perform this corrective work since the structure was dedicated on May 28 and opened to traffic at that time. Approval of this procedure is recommended.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED

"Hydo-Cell" impact attenuators have been installed at two structure gore points, "A" 709+20 and "C3" 727+70. The attenuators were installed in accordance with the manufacturer's recommendations under Extra Work Order No. 14 approved April 22, 1970 in the estimated amount of $15,150. Final cost of the installations will be covered in the final construction inspection report.

The resident engineer indicated that some of the people living below the west end of the structure have complained about noise from the Transflex 400 joint seal. The noise apparently is most objectionable late at night. The joint material which was installed as specified seldom lays flat on its concrete support. As a result a fairly loud slapping noise results under traffic. The noise is not too loud or objectionable at the deck surface; however, because of the amplificatory effect produced by the steel beams the noise is quite loud underneath the structure even during the daytime. The manufacturer is being contacted to see if there is some way this problem can be eliminated or at least reduced to an acceptable level.

A price agreement in the estimated amount of $11,000 is presently being processed covering the construction of a drainage system under the west end of the bridge. At present drainage from deck drains empties on the ground at the foot of columns as called for on the plans. The proposed drainage plan will prevent excessive erosion to the ground under the bridge. Future joint use of this area may involve park development which would also require the proposed drainage system. Approval of the change is recommended.

Project records indicate that the contractor and subcontractors are meeting the EEO requirements of the contract in a satisfactory manner. No discrimination in working conditions or employee facilities were noted during this inspection.

All work performed an all materials furnished to date are in reasonably close conformity with the lines, grades, cross sections, dimensions, and materials requirements, including tolerances shown on the plans or indicated in the specifications except as discussed previously.

RECEIVED
JUL 3
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1970

[illegible]
7105

July 27, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Willamette River - West Linn Bridge
I-205, Bridge No. 9403
Contract No. 7105

This will confirm my telephone conversation with you on July 24 advising that we have received claims on the subject project involving the painting subcontractor for his extra costs or for what he claims to be extra costs.

The structural steel was fabricated in the state of Washington where all but the final coat of paint was applied to the plate girders. The contractor has claimed approximately $137,000 of additional costs due to excessive cleaning and painting of the shop coats. He has also submitted a claim for painting the interior of the box girder sections, which he estimates will amount to approximately $40,000. The Special Provisions for the project call attention to the fact that the interior of the box girder sections is considered inaccessible and painting of all coats including the final coat would not be permitted prior to assembling. His contention is that the painting of splice plates and any damaged portion in the bottom of the box girder sections should be paid for as additional work.

Both of these claims are being studied by our Claims Review Board, and the purpose of this information is to furnish you prior notice of existing claims before we advise our contractor to proceed with the painting of the interior of the box girder sections that is required.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
John Bond
L. W. Rulien
J. X. Wilson

AEJ:ms

RECEIVED
JUL 2[illegible] 1970

I 205-1[illegible]
7105

JACK L. KENNEDY
ATTORNEY AT LAW
1402 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 226-3007

July 27, 1970

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
JUL 28 1970
CONSTRUCTION DIVISION
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. John A. Bond, Secretary
Claims Review Board
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Painting Claim
Willamette River (West Linn) Bridge
Contract No. 7105

Dear Mr. Bond:

Thank you for the copy of your letter dated July 23, 1970. This contract has presented serious financial problems to H. B. Painters, Inc., and we would appreciate a decision as soon as reasonably possible. Thank you for your consideration in advising as to the status of the claim.

Very truly yours,

Jack L. Kennedy

JLK:jr
cc: Mr. Harold Brinkley
H. B. Painters, Inc.
3503 West Clearwater
P. O. Box 6852
Kennewick, Washington 99336

cc: Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
800 Oregon National Building
Portland, Oregon 97205

NOTED
TOM EDWARDS

7/28/70
Copy to Edwards
per Mr Bond
zu

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1972
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

7105

July 23, 1970

Willamette-Western Corporation and
Donald M. Drake Company
Foot of North Portsmouth Avenue
Portland, Oregon 97203

RE: Willamette River (West Linn) Bridge
Contract No. 7105

Gentlemen:

There will be a little delay before the Claims Review Board reaches a decision on the two-part painting claim which you presented to the Board on July 21.

Mr. Lindas will be away from his office next week. As soon as possible thereafter, the Board will give further consideration to the claim and you will be advised of their findings.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
cc: Mr. Norman B. Kobin
Mr. Jack L. Kennedy

bc: ~~Tom Edwards~~
I. D. Merchant
L. W. Rulien

RECEIVED
JUL 2
[illegible]

NORTHWEST TESTING LABORATORIES
4115 N. MISSISSIPPI AVENUE
PORTLAND 17, OREGON

MATERIALS INSPECTION
CONSTRUCTION INSPECTION
PHYSICAL TESTING
CHEMICAL ANALYSIS

WELDING CERTIFICATION
ASSAYING
SOIL TESTING
BACTERIOLOGY

October 14, 1969

Willamette River Constructors
150 Oregon City Shopping Center
Oregon City, Oregon 97045

Attention: Mr. A.D. Strong

Gentlemen:

Subject: Examination of paint condition on steel members for the West Linn Bridge Project, Oregon City, Oregon.

Report:

Paint thickness and general condition were inspected on random steel members at the job site with the following results:

Web Sections:	Thickness = 8-11 mills average. Paint appeared and felt dry. Condition was generally good.
Flange Sections:	Thickness = 17-25 mills average. Paint could be peeled off in strips easily and was soft to the touch. Characteristic odor of wet paint was strong, although painting had been completed 2 weeks prior to delivery.

Damage to the paint is greatest at the bottom of flanges where member had set on blocks. Paint remained on blocks when members were lifted. Edges of most flanges were scraped. Paint on center bracing was in very poor condition due to handling, although paint thickness in these areas is generally within specifications.

Necessary painting repair work appears excessive, approximately 20 - 25 %.

Small samples of the paint film were removed from the thick areas. These were air and oven dried in the laboratory. These tests indicated that paint in the thick areas was not thoroughly dry on the member. A dry surface film is present; however, the coats beneath the surface were only semi-dry and very soft. It appears that subsequent coats of paint were applied (1) too thick, and (2) without sufficient drying time between applications.

Continuing damage from handling will result in the field in the soft areas unless extreme care is taken.

If we may be of further assistance to you, please feel free to call on us.

Respectfully submitted,
NORTHWEST TESTING LABORATORIES

Paul Irish

Cert. No. 100068

: [illegible] PERMIT NO:

HERMAN ADALIST & ASSOCIATES

JOB: Oregon - Contract # 7105

ADDRESS:

ARCHITECT: RESIDENT ENGINEER: J. X. Wilson

CONTRACTOR: Willamette River Construc SUB. CONT: Isaacson

INSPECTED AT: Plant INSPECTION OF: Painting

INSPECTOR AND DATE	INSPECTOR'S REMARKS
J. McDaniel D. Rosenau 10-27-69	In reference to letter from Willamette River Constuctors dated 10-21-69 and inspection report from Northwest Testing Laboratories dated 10-14-69.

During the course of this job we have inspected all of the girders and at least 90% of the other items that have passed thru this plant. Random checks were made of both the wet and dry milage. Every girder was checked after the final coat of paint and discrepancies were marked with white paint. The "thumb print" test was employed to determine dryness before applying subsequent coats. Most items were checked after loading for touch-up work.

Tests on wet milage showed 2-5 mils per coat, and sagging occurred when we reached or exceeded 6 mils per coat. Tests on dry milage indicated 6-11 mils on the webs and 3-14

PAGE NO: 2 OF 3 PERMIT NO:

HERMAN ADALIST & ASSOCIATES

JOB:

ADDRESS:

ARCHITECT: ENGINEER:

CONTRACTOR: SUB. CONT:

INSPECTED AT: INSPECTION OF:

INSPECTOR AND DATE	INSPECTOR'S REMARKS

MILS ON THE FLANGES.

TEST REPORT FROM NORTHWEST INDICATES 17-25 MILS AVERAGE ON THE FLANGES, WHICH WOULD BE TRUE IN ISOLATED PUDDLES ON THE TOP OF THE FLANGE. HOWEVER THIS WOULD INDICATE A MINIMUM OF 8 MILS WET PER COAT WHICH WOULD SAG OFF THE SIDE OR BOTTOM OF THE FLANGE. I CAN NOT BELIEVE THAT THIS IS AN AVERAGE READING FOR BOTH SIDES OF THE FLANGE.

THE FACT THAT THE PAINT WAS SOFT AND PEELED OFF IN STRIPS WAS NOTED BY US EARLIER IN THE JOB AND WAS REPORTED TO OREGON. I BELIEVE THIS IS DUE TO THE FACT THAT THE COHESIVE STRENGTH OF THE SILICON PAINT EXCEEDS ITS ADHESIVE STRENGTH.

ALL OF THE GIRDERS HAD EITHER TWO OR THREE 4X4 BUNKS. DAMAGE TO THE BOTTOM OR EDGE OF THE FLANGES IS TO BE EXPECTED THRU NORMAL HANDLING, LOADING, BUNKING, AND TIE-DOWN.

PAGE NO: 3 OF 3 [illegible]

HERMAN ADALIST & ASSOCIATES

JOB:

ADDRESS:

ARCHITECT: ENG.:

CONTRACTOR: SUB. CONT:

INSPECTED AT: INSPECTION OF:

INSPECTOR AND DATE	INSPECTOR'S REMARKS
	DAMAGE WAS MORE THAN NORMALLY EXPECTED BECAUSE OF THE TYPE PAINT. DAMAGE TO CENTER BRACING IS EXPECTED BECAUSE THEY ARE NOT HANDLED SEPARATELY LIKE THE GIRDERS, EITHER IN THE SHOP OR FIELD. SINCE THEY ARE HANDLED AND STACKED IN BUNCHES, THERE IS MORE OPPORTUNITY FOR DAMAGE DUE TO SCRAPING AND SLIDING.
	EXCEPT FOR ACCIDENTAL PUDDLING OF THE PAINT ON THE TOP OF THE FLANGE, I DON'T BELIEVE THE COATS OF PAINT WERE TOO THICK AND OUR METHOD OF DETERMINING DRYING TIME WAS OKED BY ED RIEF, O.S.H.D. I SINCERELY BELIEVE THE MAJORITY OF THE PROBLEMS STEM FROM THE TYPE OF PAINT EMPLOYED ON THIS JOB.

October 17, 1969

Willamette River Constructors
P. O. Box 231
Oregon City, Oregon 97045

Attention: Tony Wilkerson

Gentlemen:

Re: West Linn Bridge

SUBJECT: Schedule of Additional Cost due to excessive damage done to the Structure Steel.

SPAN	Sq. Ft. of Area Damage Repaired	Percent of Repair	Normal Damage Anticipated	Excessive Amount of Damage	Additional Cost of Repair
Main #11	3617 Sq. Ft.	.072%	1006 Sq. Ft.	2611 Sq. Ft.	$3,864.00
" #12	3435 " "	.071%	956 " "	2,479 " "	3,569.00
" #13	2970 " "	.072%	826 " "	2144 " "	3,173.00
" #14	4067 " "	.097%	834 " "	3233 " "	4,785.00
" #15	971 " "	.083%	233 " "	738 " "	1,092.00
A3-3	1616 " "	.133%	233 " "	1383 " "	2,047.00
A3-4	1219 " "	.153%	159 " "	1060 " "	1,569.00
A3-5	1123 " "	.15%	149 " "	974 " "	1,442.00
A3-6	1518 " "	.20%	151 " "	1367 " "	2,023.00
C3-2	1919 " "	.153%	249 " "	1670 " "	2,472.00
C3-3	1748 " "	.149%	234 " "	1514 " "	2,241.00
C3-4	1623 " "	.189%	171 " "	1452 " "	2,149.00
C3-5	1571 " "	.185%	169 " "	1402 " "	2,075.00
			TOTAL AMOUNT DUE		$32,601.00

NOTE: Above figures are substantiated by Consulting Engineer and photos.

Very truly yours,

H. B. Painters, Inc.

Harold Brinkley
President

HB:mm

CC: Portland

COMMERCIAL
AND
INDUSTRIAL

H. B.
PAINTERS
INC.
783-4134

3503 WEST CLEARWATER
POST OFFICE BOX 6852
KENNEWICK, WASHINGTON
99336

July 16, 1970

Willamette River Constructors
P. O. Box 231
Oregon City, Oregon 97045

Gentlemen:

Re: West Linn Bridge - Structural Steel

Reference is made to our letter dated October 17, 1969, our cost breakdown dated October 17, 1969, and May 4, 1970, for additional work due to excessive damage done to the structural steel.

Listed below is our cost breakdown for Spans A thru Span 6, which is in addition to the previous amount of $68,504.16.

	Percentage of Touch Up	Normal Sq. Feet of Touch Up	Actual Sq. Feet of Touch up	Additional Sq. Feet of Touch Up	Our Additional Cost
Span A	.0998	200	996	796	$ 1,178.08
Span 1	.0937	584	2,735	2,151	3,183.48
Span 2	.087	1,747	7,599	5,852	8,660.96
Span 3	.1044	1,757	9,174	7,417	10,977.16
Span 4	.1113	1,317	7,330	6,013	8,899.24
Span 5	.1307	2,030	13,270	11,240	16,635.20
Span 6	.2046	1,409	14,410	13,001	19,241.48
				Total	68,775.60
				Previous Billings	68,405.16
				Additional Touch Up TOTAL	$137,180.76

Please expedite payment of this additional work as soon as possible. Thank you.

Very truly yours,

H. B. Painters, Inc.

H Brinkley
Harold Brinkley
President

[illegible]

COMMERCIAL
AND
INDUSTRIAL

H. B.
PAINTERS
INC.
783-4134

3503 WEST CLEARWATER
POST OFFICE BOX 6852
KENNEWICK, WASHINGTON
99336

May 4, 1970

Willamette River Constructors
P.O. Box 231
Oregon City, Oregon 97045

Gentlemen:

Re: West Linn Bridge - Structural Steel

Reference is made to our letter dated October 17, 1969, and our cost breakdown for additional work due to excessive damage done to the structural steel. Listed below is our cost breakdown for Span #7 through Span #10, which is in addition to the previous amount of $32,601.00.

Span #7 -	9,613 sq.ft.	.099%	2,903 sq.ft.	6,710 sq.ft.	$ 9,930.80
Span #8 -	7,756 " "	.077%	2,005 " "	5,751 " "	$ 8,511.48
Span #9 -	10,061 " "	.106%	1,904 " "	8,157 " "	$12,072.36
Span #10 -	4,616 " "	.033%	1,042 " "	3,574 " "	$ 5,289.52
		Total Amount			$35,804.16
TOTAL AMOUNT OF THIS CLAIM TO DATE					$68,594.16

Please expedite payment for this additional work as soon as possible.

Thank you.

Very truly yours,

H. B. Painters, Inc.

H Brinkley

Harold Brinkley
President

cc: Jack L. Kennedy, Atty.
1402 Standard Plaza
Portland, Oregon 97204

HB:mm

RECEIVED
JUL 8 - 1970
FOR FILING

I 205 7(16) 557
7105

July 8, 1970

Buss, Leichner, Lindstedt
Attorneys at Law
1508 Standard Plaza
Portland, Oregon 97204

Attention: Norman L. Lindstedt

Gentlemen:

As requested in your letter of July 7, we are attaching certified copies of the Contract and Bond pages of Contract No. 7105 for work on the Willamette River (West Linn) Bridge on the East Portland Freeway in Clackamas County. There is no charge for these copies.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Att.

BUSS, LEICHNER, LINDSTEDT & BARKER
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

TELEPHONE 226-6368
AREA CODE 503

July 7, 1970

The Travelers Indemnity Company
General Insurance Company of America
c/o J.B.L.&K. Corporation
Lewis Building
Portland, Oregon

Gentlemen:

We are the attorneys for Town Concrete Pipe, Inc., an Oregon corporation, which has heretofore filed with you and with the Oregon State Highway Department its notice of claim against you for the sum of $37,104.92 for materials furnished to William Deppenmeier for the project located between Oregon City and West Linn, Oregon, being constructed for the Oregon State Highway Department and known as the Willamette River Bridge Section, East Portland Freeway, I-205. This notice was supplemented by further notice of claim filed with you and with the Oregon State Highway Department on May 29, 1970.

If the full sum hereinabove stated is not received within ten days, legal action will be commenced upon the bond in the Circuit Court of the State of Oregon for the County of Multnomah, in which case we will request statutory attorney's fees and costs, together with interest. We would expect that said sum will be paid forthwith.

Very truly yours,

Norman L. Lindstedt

NLL:jg
cc: Willamette River Constructors
Oregon State Highway Division
Town Concrete Pipe, Inc.

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, Norman L. Lindstedt, being first duly sworn on oath, depose and say:

(1) That I am the attorney for Town Concrete Pipe, Inc., an Oregon corporation, which has duly filed its notice of claim for labor or materials supplied for the prosecution of the work known as the Willamette River Bridge Section, East Portland Freeway, I-205.

(2) That I make this affidavit pursuant to ORS 279.512 and ORS 279.515 and respectfully request that I be provided with a certified copy of the contract and bond involved.

Subscribed and sworn to before me this 7th day of July, 1970.

Joyce E. Gibb
Notary Public for Oregon
My Commission expires 2/4/74

RECEIVED
JUL 8 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1970

FOR FILING

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1970

SUBJECT: Willamette River (West
Linn) Bridge
East Portland Freeway
Contract 7105

To: Mr. L. W. Rulien
Division Engineer

MILWAUKIE

Attention Mr. A. C. Harwood
Assistant Division Engineer

Your letter of June 17 again relates to the subject of inspection walkways on the Oregon City-West Linn Bridge. I am enclosing a print of drawing 26280 which is details of inspection walkways which could be installed on the box girder spans. These details were completed on March 12 of this year in response to your earlier letter on the same subject.

The estimated cost of two walkways on the box girder spans is $50,000 which includes 20% for engineering and contingencies.

Inasmuch as the deck on the northbound bridge was completed in January and the southbound in March of 1970, it would not have been possible to have these walkways fabricated and installed by the contractor after their design date. Inasmuch as this would have been extra work under the contract, it would very likely have delayed the over-all completion of the project and for this reason the decision to build inspection walkways was not pursued at this time.

A review of the specifications for the "snooper" crane indicates that access to intermediate piers 4 and 5 can be obtained by use of a short section of aluminum ladder. Other portions of the box girders with shallower depths can be reached from the lower operating platform of the "snooper" crane and furnish better inspection facilities than a fixed walkway. The inspection walkways as proposed for future construction on 26280 will not furnish access between the two center girders and the only way this could be provided is for a third walkway.

For the above-mentioned reasons the decision not to proceed with inspection walkways was made; however, if a great enough need developes for walkways, they can always be installed.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh
Encl.
cc A. E. Johnson
G. D. Anderson

NOTED
A. E. JOHNSON

RECEIVED
JUN 22 1970
FOR FILING

I 205-7(10) 20Y
7105

NOTED
C.A. GARDNER

UNITED STATES DISTRICT COURT

For The DISTRICT OF OREGON

In the Matter of)
)
WILLIAM H. DEPPENMEIER) No. B70-1956
)
Bankrupt.) Soc.Sec.# 541-40-5457

In the Matter of)
)
LILLI F. DEPPENMEIER) No. B70-1957
)
Bankrupt.) Soc.Sec.# None

NOTICE OF FIRST MEETINGS OF CREDITORS AND NOTICE OF ORDERS FIXING TIME FOR FILING OBJECTIONS TO DISCHARGES

TO THE CREDITORS OF WILLIAM H. DEPPENMEIER and LILLI F. DEPPENMEIER, both residing at Route 1, Box 534, Oregon City, Clackamas County, Oregon; Bankrupts:

NOTICE IS HEREBY GIVEN that said WILLIAM H. DEPPENMEIER (formerly doing business as William Deppenmeier Construction, Route 1, Box 534, Oregon City, Oregon) and LILLI F. DEPPENMEIER, were adjudged bankrupts on petitions filed by them on the 28th day of May, 1970, and that the first meeting of creditors will be held in 521 United States Court House in Portland, Oregon, on the 22nd day of June, 1970, at 2:00 P.M., at which place and time the said creditors may attend, prove their claims, appoint a trustee, appoint a committee of creditors, examine the bankrupts, and transact such other business as may properly come before said meeting.

NOTICE IS ALSO HEREBY GIVEN that on the 11th day of June, 1970, orders were made in the above-entitled proceedings fixing the 23rd day of July, 1970, as the last day for the filing of objections to the discharges of said bankrupts.

DATED at Portland, Oregon, this 11th day of June, 1970.

FOLGER JOHNSON JR.
Referee in Bankruptcy
519 U.S. Court House
Portland, Oregon 97205

Claims on proper forms must be filed within 6 months after the date of the first meeting. Claims may be mailed to the Referee at his Portland office.

RECEIVED
JUN 12 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1970

[illegible]

Portland, Oregon 97202
June 17, 1970

Mr. I. D. Merchant
Bridge Engineer
Salem

Willamette R. (West Linn) Br. Sec.
East Portland Freeway
Contract No. 7105

Some time ago I wrote you suggesting installation of an inspection walkway on the subject structure. Since I have not heard anything on this matter recently, I assume the suggestion has been rejected. If the matter has been dropped, I sincerely hope that this letter will encourage you to reconsider. The importance of inspection walkways, particularly on our larger structures, was again pointed up yesterday when a relatively minor problem with the expansion devices on the Marquam Bridge was virtually impossible to investigate without considerable rigging and expense due to the lack of access.

I continue to hear about acquisition of a snooper crane that supposedly will solve all of our inspection and access problems. I cannot believe this is true because this crane would not provide us access to the interior bearing assemblies on a structure that is in excess of 100 feet wide with beams of 20 feet or more in depth, such as the Willamette River Bridge. I am not denying the need for the snooper crane since I feel the inspection walkways are justified only on the larger structures; however, I do not feel one snooper crane for the State will provide us with the tools we need to properly inspect the larger structures in a safe manner.

At the time of construction, inspection walkways would be relatively inexpensive to include and would, I presume, be eligible for federal aid. With or without federal aid, I feel the saving in maintenance and inspection costs would more than offset the cost of the installation, not to mention the reduction in hazards to the people who perform the inspections and maintenance work, myself included.

Tom I have
no further comment
6-22-70

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Division Engineer

RECEIVED
JUN 19 1970
OFFICE OF
HWAY ENGINEER

ACH:nlb
cc: G. D. Anderson
J. X. Wilson

NOTED
TOM EDWARDS

Send cc Tom Edwards
Rulien

RECEIVED
JUL 7 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(10)

7105

June 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7105
Prefix 603-1097
FAP I-205-7(10)298

Dear Sir:

Unit "A" under Contract No. 7105, Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County, was completed on June 5, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

copy of Construction
7-6-70

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUL 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date June 23, 1970

Conditions noted on above date: Contract work specified under Unit "A" acceptable except for the surface finish of the deck. Corrective work still underway on the deck.

for R. E. Simpson
Division Engineer

VG:fw

cc Forrest Cooper
F. D. Morgan

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUN 17 1970
FOR FILING

1859

7105

4529

FILED
JUN - 8
CLAY MYERS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 5, 1970

Buss, Leichner, Lindstedt & Barker
Attorneys at Law
1508 Standard Plaza
Portland, Oregon 97204

Gentlemen:

This is in reply to your letter of May 29 advising us that Willie Deppenmeier, Subcontractor, owes your client, Town Concrete Pipe, Inc., for materials in the amount of $37,104.92. This appears to be in connection with the Willamette-Western Corp. - Donald M. Drake Company Contract No. 7105 for grading, paving, structure and traffic control devices of the Willamette River Bridge in West Linn on the East Portland Freeway in Clackamas County.

The Travelers Indemnity Company and General Insurance Company of America through J.B.L. & K. Corporation, Lewis Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your client's claim has been satisfied.

This contract has not yet been accepted by the State Highway Commission. As of this date, this office has received no prior claims from Town Concrete Pipe, Inc., against this contract.

NOTED ON CARD
June 16, 1970 ees

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
C. W. HEAD
By
C. W. Head, Assistant Secretary

NOTED
C. W. HEAD

RECEIVED
JUN 1 - 1970
OREGON
STATE HIGHWAY COMMISSION

CWH:sj

cc The Travelers Indemnity Co.
Gen. Ins. Co. of America
J.B.L. & K. Corporation
Willamette-Western Corp. - Donald M. Drake Co.

bc Commission
Secretary of State

Please acknowledge receipt of this claim on the enclosed copy of this letter.

BUSS, LEICHNER, LINDSTEDT & BARKER
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

TELEPHONE 226-6368
AREA CODE 503

May 29, 1970

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Auditor or Clerk

Gentlemen:

We are the attorneys for Town Concrete Pipe, Inc. Our client has heretofore filed with you its Notice of Claim in the amount of $37,104.92 for materials furnished to the public project located between Oregon City and West Linn, said project apparently being known as the Willamette River Bridge Section, East Portland Freeway, I-205. Willamette River Constructors are the general contractor on the job and Mr. Willie Deppenmeier was and is an apparent sub-contractor with responsibility of installation of sewer pipe and accessories.

We would be most appreciative if you would acknowledge receipt of the claim heretofore filed by our client and we would be pleased if you would acknowledge receipt of this letter. We would be please if you would provide us with the name of the bonding company on the job in order that we might give them appropriate notice. We would like to know their address as well. We would like to know if final acceptance has been indicated on the job in question.

Very truly yours,

Norman L. Lindstedt

NLL:js

NOTED
FLOYD QUERY

RECEIVED
JUL 2 - 1970
FOR FILING

I-205-3(16)-[illegible]
7105

4 i
6-2-70

June 4, 1970

Mr. R. W. Dippner
City Administrator
City of West Linn
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

On April 20 you wrote a letter to Mr. Larry Rulien asking that the City of West Linn be released from paying the cost of electrical energy to illuminate the I-205 interchanges and bridge. This was covered in an agreement with the City dated January 23, 1968.

Your request was presented through channels to the State Highway Commission at its meeting June 2. In light of the fact that Oregon City and Gladstone are not paying for similar charges, the Commission did revoke the provision requiring payment by the City of West Linn.

We are asking our people to take care of the necessary change in billing.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj
cc Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
H. S. Cox
V. E. Skoog

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 24, 1970

SUBJECT:
East Portland Freeway Illumination
City of West Linn

To:
Mr. Tom Edwards
Asst. State Highway Engineer
Salem

At the inceptual stages of our planning for illumination with the East Portland Freeway, representatives of the Traffic Engineering Department and I met with representatives of the various local jurisdictions and attempted to obtain agreements covering the installation of the illumination and future power consumption. After several attempts, City of West Linn executed an agreement with us based on the understanding that failure on their part to execute such agreement would cause us to eliminate the illumination from the project. The City of Oregon City procrastinated and, in fact, to this date has not executed an agreement with us for illumination, and apparently don't intend to. Consequently, they are in the position now of benefiting from a lack of cooperation. We have recently made contacts with the county of Clackamas and the City of Gladstone for illumination of the next East Portland Freeway project. These jurisdictions have indicated that they just do not have funds with which to participate. However, we are, as I understand it, going ahead with illumination at our expense.

Attached is a self-explanatory copy of a letter from the city administrator ofWest Linn who is well informed on the above enumerated circumstances, and feels (and I believe rightly so) that the City of West Linn is not being treated the same as her neighbors in like circumstances. I would recommend that we revise by letter our previous agreement with the City of West Linn so that illumination on the freeway in that city is handled the same as the illumination in the neighboring areas.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc F. B. Crandall

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR-ENGINEER

April 20, 1970

Mr. Larry Rulien
Oregon State Highway Department
9200 McLoughlin Blvd.
Milwaukie, Oregon

Dear Mr. Rulien:

SUBJECT: I-205 Illumination

It has recently been brought to my attention that the two other municipal jurisdictions in the immediate area (Oregon City and Gladstone) are refusing to pay the cost of energy necessary to illuminate the I-205 Interchanges and Bridge.

The City of West Linn entered into an agreement some time ago with the State Highway Department in which we agreed to pay the energy costs of luminares on the portion of the bridge and interchange within our boundaries. We, of course, do not intend to renege on the above mentioned agreement. I do, however, appeal in the name of fairness that West Linn be considered if the Highway Department, in their review, decides to formulate a new policy with regard to the payment of power consumption.

When a decision has been reached, I would appreciate any information you can provide.

Yours very truly,

R. W. Dippner

R. W. Dippner
CITY ADMINISTRATOR

RWD:db
cc: Mayor Schumaker
Paul Biggs

☐ ☐ ☐
[illegible]

☐ ☐ ☐
[illegible]

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
ADMINISTRATOR-ENGINEER

April 20, 1970

Mr. Larry Rulien
Oregon State Highway Department
9200 McLoughlin Blvd.
Milwaukie, Oregon

Dear Mr. Rulien:

SUBJECT: I-205 Illumination

It has recently been brought to my attention that the two other municipal jurisdictions in the immediate area (Oregon City and Gladstone) are refusing to pay the cost of energy necessary to illuminate the I-205 Interchanges and Bridge.

The City of West Linn entered into an agreement some time ago with the State Highway Department in which we agreed to pay the energy costs of luminares on the portion of the bridge and interchange within our boundaries. We, of course, do not intend to renege on the above mentioned agreement. I do, however, appeal in the name of fairness that West Linn be considered if the Highway Department, in their review, decides to formulate a new policy with regard to the payment of power consumption.

When a decision has been reached, I would appreciate any information you can provide.

Yours very truly,

R. W. Dippner

R. W. Dippner
CITY ADMINISTRATOR

RWD:db
cc: Mayor Schumaker
Paul Biggs

Hwy 64

Area Code 503
Phone 656-5266

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

FREE
MUNICIPAL
ELEVATOR

OFFICE OF
CITY MANAGER

March 19, 1970

Oregon State Highway Department
P. O. Box 02157
Portland, Oregon

Attention: Mr. L. W. Rulien, Division Engineer

Gentlemen:

Discussion was held at the last City Commission meeting regarding illumination of bridge and interchange of I-205, with the following quotation from the minutes:

"Continued discussion was held on the lighting contract for the new I-205 bridge and interchanges to the bridge. The Manager informed the Commission that the original agreement was presented to the Commission in December, 1967. The Manager informed the Commission that the cost for the lighting of the new bridge and interchanges would be approximately $260 per month. After discussion, it was moved by Klemsen, seconded by Danielson, to authorize the Manager to inform the State Highway Department that the City Commission does not approve the proposed lighting program for the new bridge and interchanges as presented by the Highway Department and the City Commission would like a more economical plan proposed.

Ayes: Conrad, Danielson, Klemsen. Nays: None."

NOTED
F. B. CRANDALL

The next regular meeting of the City Commission is scheduled for April 1, 1970, at 8:00 p.m. in the Commission Chamber, 2nd floor, City Hall, and we do invite representation from the State Highway Department to further discuss this at that time.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

NOTED
BRUCE TAYLOR

NOTED
R. L. SCHROEDER

AS:rl

NOTED
TRAFFIC CONTROL
ENGINEER

☐ DE ☐ ADE ☐ ADE ☒ OE
MAR 20 1970
☐ TE ☐ UE ☐ DES

Send cc: T. Edmunds
Paul George

I advised A. Simonson by phone that we were making various studies and would not be at this meeting. Sal

Form E-208—6M

I-205-[illegible]301
7105

STATE COPY G-11

APPROVED EFFECTIVE DATE 6-23-70
contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 6-22-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Willamette River (West Linn) Bridge Section	Date	June 1, 1970
Highway	East Portland Freeway	Contract No.	7105
County	Clackamas	Prefix	603-1097
Contractor	Willamette Western Corp. & Donald M. Drake Co.	F. A. Project No.	I-205-7(10)298
Address	P. O. Box 231, Oregon City, Oregon 97045	Order No.	14

U. S. BUREAU OF PUBLIC ROADS

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install two complete impact attenuators on structure gore points in accordance with manufacturer's recommendations and attached Energy Absorption Co. Drawing Numbers 40-08-08, 40-80-59, 40-80-60, and 43-50-37.

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

"A" 709+20 and "C_3" 727+70

Estimate of quantities and cost:

Material	$7,000.00		
+15%	~~1,050.00~~	1,350.00	VG
Labor (20%)	4,000.00		
Equipment (15%)	2,000.00		
+20%	~~1,200.00~~	800.00	
TOTAL	~~$15,250.00~~ 15,150.00		

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These installations were not included in the original contract work and we were unable to arrive at a satisfactory Price Agreement with the contractor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.72
Present estimate of project cost, including $~~15,250.00~~ 15,150.00 for work under this order	$17,127,345.61
Expected under-run ~~XXXXXXX~~ amount	$659,883.11
Expected under-run ~~XXXXXXX~~ per cent	4

Space to right of this line is for use of Salem Office

Submitted by: J. X. Wilson, J. X. Wilson, Resident Engineer

Approval Recommended: [illegible], Division Engineer

Approval Recommended: x [illegible], ~~Construction Engineer or~~ Bridge Engineer

Approved: [illegible] 6-23-70, ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~

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JUN 22 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Oregon City 97045
May 29, 1970

SUBJECT: Subcontractor William Deppenmeier
Willamette River (West Linn) Bridge Sec.
East Portland Freeway
Clackamas County
Contract No. 7105

To: Mr. L. W. Rulien
Division Engineer
Milwaukie

Attached is a copy of a letter sent to Willamette River Constructors by Town Concrete Pipe, Inc. stating that Town has a claim against Deppenmeier amounting to $37,104.92 for materials used on this project.

I have gotten third-hand information indicating that Deppenmeier is in the process of backruptcy. If there is any action we should be taking, please let me know.

J. X. Wilson
J. X. Wilson
Resident Bridge Engineer

Send cc Merchant
for your info

RECEIVED
JUN 5 1970
BRIDGE DIVISION

☐ ☐ ☐ ☐
DE ADE ADE OE
MAY 29 1970
☐ ☐ ☐
TE UE DES

Town Concrete Pipe
Claim filed with
Sec. of State
6-18-70, #4529

Received
6-15-70
CH

NOTED
C. W. HEAD

TOWN C CRETE PIPE, INC.
P.O. BOX 66034 PORTLAND, OREGON 97266

TELEPHONE: 777-3301

PLANT LOCATIONS: 6803 S.E. JOHNSON CREEK BLVD.
755 N.E. COLUMBIA BLVD.

MEMBER: OREGON CONCRETE PIPE ASSOCIATION
AMERICAN CONCRETE PIPE ASSOCIATION

May 22, 1970

Willamette River Constructors
150 Orggon City Shopping Center
Oregon City, Oregon 97045

Gentlemen:

Notice is hereby given that Town Concrete Pipe, Inc. has a claim in the sum of $37,104.92 for materials furnished to William Deppenmeier for the project located between Oregon City and West Linn, Oregon. This is being constructed for the Oregon State Highway Dept. and is known as the Willamette River Bridge Section, East Portland Freeway, I-205.

Dated at Portland, Oregon this 22nd day of May, 1970.

Very truly yours,

TOWN CONCRETE PIPE, INC.

R. A. Town Jr.

R. A. Town, Jr.
President

cc: United Pacific Ins. Co.
Oregon State Hwy Dept. ✓

RECEIVED
MAY 25 1970
RES. ENGR.

RECEIVED
JUN 5 1970
BRIDGE DIVISION

RECEIVED
MAY 22 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 20, 1970

Willamette River Constructors
P. O. Box 231
Oregon City, Oregon 97045

Attention Mr. A. B. Wilkinson
Project Manager

Gentlemen:

Willamette River (West Linn) Bridge
I-205
Contract 7105
Painting Claims

Your serial letter #38-70, dated May 4, 1970, has been referred to this office for reply.

The claim is made up of two items:

1. Claim 1 - Interior Box Girders.
2. Claim 2 - Excessive Spot Painting on Plate Girders.

I would refer you to the special provisions, the standard specifications, and the letters of addendum attached and made a part of the contract.

The State does not agree to either of the above claims and will accept no responsibility therefore. If you desire to press this claim, the claim can be presented to the Highway Claims Board of which Mr. John Bond is the secretary and he will provide the time and place for a meeting.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

RECEIVED
MAY 21 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dh

cc Tom Edwards
L. W. Rulien
John Bond
J. X. Wilson

RECEIVED
MAY 8 - 1970
FOR FI

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 6, 1970

Willamette River Constructors
P. O. Box 231
Oregon City, Oregon 97405

Gentlemen:

Willamette River (West Linn) Bridge
East Portland Freeway
Contract 7105

Your letter, serial 33-70, with reference to a claim for temporary lateral bracing on the subject structure, has been referred to this office. This claim has been under discussion since the beginning of structural steel fabrication and has been denied several times.

The Oregon State Highway Division has a Claims Review Board to review claims presented by contractors. At this Review Board the contractor may bring his legal counsel and at that time the Highway Division will also be represented by its legal counsel.

If you desire to bring this matter before the Claims Review Board, please contact the Highway Division, Attention Mr. John Bond, Secretary of the Claims Review Board, to determine the time and place of a meeting.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Tom Edwards ✓
L. W. Rulien
John Bond
J. X. Wilson

NOTED
TOM EDWARDS

OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Edwards - Attached are letters dated March 6, April 16, and April 22 from the Resident Engineer to the Division, to this office and Willamette River Constructors, letter serial number 33-70. These letters give you a general idea of the claim. Additional material is in our file.

COPY

April 13, 1970

Oregon State Highway Dept.
P.O. Box 255
West Linn, Oregon

SERIAL LTR:#33-70

ATTENTION: Mr. J. X. Wilson

RE: Willamette River(West Linn)Bridge
Temporary Lateral Bracing

Dear Sir:

We are in receipt of your letter of March 6th, 1970 wherein you again reject our claim for expenses incurred in the furnishing of temporary lateral bracing on the structure plate girders.

Our position on this matter has not changed from that outlined in our letter of June 9th, 1969.

As it appears to us that the legitimacy of this claim hinges on the legal interpretation of your contract specifications, Clause 7-32, "Contractors Responsibility For Work" then we would wish to request that the States legal department might contact our companie's attorney and arrange a meeting wherein the matter may be hopefully resolved.

Willamette River Constructors legal representative is Mr. Norman Kobin of the firm Kobin & Meyer and located in Portland, Oregon

Your earliest attention to this matter will be greatly appreciated.

Very truly yours,
WILLAMETTE RIVER CONSTRUCTORS

A. B. Wilkinson, Project Manager

ABW/sb
cc: Mr. N. Kobin
Mr. W. Nourse

West Linn 97068
March 6, 1970

Willamette Western Corp. &
Donald M. Drake Co.
P. O. Box 231
Oregon City, Oregon 97045

Attention: Mr. A. B. Wilkinson

Re: Temporary Lateral Bracing
Willamette River (West Linn) Bridge
Contract No. 7105

Dear Mr. Wilkinson:

In response to your serial letter #20-70 we must again reject your claim for expense in providing temporary lateral bracing on structure girders.

You told me your consulting engineers stated lateral bracing might be needed and for that reason I can understand why you provided a temporary cable arrangement. This was a method of insurance, however, that you took upon yourself and may or may not have been needed depending on your pouring and other construction proceedures.

I will discuss this with you further if you do not fully understand our position.

Very truly yours,

J. X. Wilson

J. X. Wilson
Resident Bridge Engineer

cc: L. W. Rulien

RECEIVED
APR 29 1970

I-205-[illegible]
7115

April 29, 1970

Oregon State Highway Commission

Gentlemen:

Following our normal procedure, lighting was included in the contract for construction of the West Linn Section of the I-205 freeway and in the contract for the construction of the Willamette River-West Linn Bridge. The City of West Linn signed an agreement committing it to pay for the electrical energy consumed.

In constructing I-205 northerly of the river through the cities of Oregon City and Gladstone, the City of Oregon City has plead poverty and is unable to assume the cost of electrical energy for its portion of the bridge or for the extension of the freeway to the north. The City of Gladstone has also plead poverty and has not signed an agreement. The City of West Linn, of course, knows these facts.

From a traffic safety standpoint, it is imperative that lighting be included as a part of the construction in this area. The interchanges are somewhat complicated and closely spaced, inviting traffic weaving with considerable accident potential during hours of darkness.

Since the Cities of Oregon City and Gladstone are unable to provide for the electrical energy, the State must assume it. It appears only appropriate that the City of West Linn should be excused under like circumstances. The agreement entered into with West Linn provides for the assumption of the cost of approximately $7,500 per year. I would recommend the Commission cancel this agreement.

This matter will be on the agenda for your consideration at the meeting of June 2.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
H. S. Cox
V. E. Skoog

TE:ja sr

RECEIVED
APR 6 - 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

I-205-7(10)298
7105

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 3, 1970

City of Oregon City
P. O. Box 631
City Hall
Oregon City, Oregon 97045

ATTENTION: Alfred Simonson

Re: Sewage Plant Water Supply
Line Adjustment
Willamette River (West Linn) Br. Sec.
East Portland Freeway
Clackamas County
Project No. I-205-7 (10) 298
Contract No. 7105

Gentlemen:

Your estimate and sketch for the adjustment of your facilities on this project, as submitted with your letter of December 5, 1969, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of December 1, 1969.

Reimbursement for the work performed on and subsequent to December 1, 1969, in the amount of $2,306.62, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: ~~F. B. Klaboe~~
R. E. Simpson
V. L. Gallagher (2) (w/atachment)
V. E. Skoog "
L. W. Rulien (w/attachment) (2)
J. X. Wilson "
G. N. Hopkins "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 - 1970
FOR FILING

4-- 70

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-205-7(10)298
SECTION:	WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION
WORK :	WATER MAIN RELOCATION
COUNTY :	CLACKAMAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-205-7(10)298

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

7105

DATE PS&E APPROVED	DATE AUTHORIZED
---	DECEMBER 1, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH CITY OF OREGON CITY CONSISTING OF YOUR MARCH 17, 1970 LETTER FORM SUPPLEMENTAL THROUGHWAY AGREEMENT, THE DECEMBER 5, 1969 CITY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MARCH 26, 1970 LETTER.

REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $2,306.62 IS APPROVED.

RECEIPT OF MR. JACK M. CARTWRIGHT'S MARCH 26, 1970 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

OUR PROGRAM MEMORANDUM DATED NOVEMBER 6, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE DECEMBER 1, 1969. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4.1 DATED OCTOBER 1, 1969 AND PPM 30-4 DATED FEBRUARY 14, 1969.

OFFICE USE
4-6-70

NOTED
F. B. KLABOE

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-2-70	for R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
MAR 30 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(10)
7105

March 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Water Main Relocation
City of Oregon City
Willamette River (West Linn) Br. Sec.
East Portland Freeway
Clackamas County
Project No. I-205-7 (10) 298

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies each of the City of West Linn's lump sum estimates of the cost for doing the work dated December 5, 1969.

2. Two (2) copies of a sketch prepared by the City showing the work to be done.

3. Two (2) copies of a supplemental agreement between the State and the City which provides for the relocation of City utilities pursuant to Chapter 272, Oregon Laws of 1967.

Embankment placed for the construction of a frontage road, "CA" Line, caused a rupture in the 2-inch water main supplying the City's sewage plant. The rupture occurred on Thanksgiving Day and temporary repairs were not undertaken until Monday, December 1, 1969. The 2-inch service was re-established at a later date.

A portion of the subject main was located on private property and the remainder on State highway right of way not under permit. Enclosed you will find two (2) copies of a certification as the City's rights in the private property they occupied with the 2-inch main. The right to reimbursement for the relocation of that portion of the main in public road right of way is established by the supplemental agreement enclosed and the provisions of Chapter 272, Oregon Laws of 1967.

State highway permits, as required, will be prepared and submitted under separate cover at a later date. The adjustment involves a minor segment less than one (1) mile in length, therefore, the State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b), PPM 30-4. Your approval of the lump sum estimate, totaling $2,306.62 for the emergency repair and adjustment of the City of West Linn's facilities and confirmation of your verbal authorization to proceed with the work of December 1, 1969, is requested. The work was performed pursuant to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosures

cc: F. B. Klaboe
V. L. Gallagher (2)

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MAR 27
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

RECEIVED

APR 2 [illegible]

STATE HIGHWAY ENGINEER

J.2

7105

STATE COPY 6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED [illegible]
Contingent [illegible] of project agreement if [illegible] funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 31 MAR 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name	Willamette River (West Linn) Bridge Section	Date	March 23, 1970
Highway	East Portland Freeway	Contract No.	7105
County	Clackamas	Prefix	603-1097
Contractor	Willamette Western Corp. & Donald M. Drake Co.	F. A. Project No.	I-205-7(10)298
Address	P. O. Box 231, Oregon City, Oregon 97045	Order No.	13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install glare shields on overhead illuminated signs as per Drawing No. 21356.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$620
+20%	124
Equipment	100
+15%	15
Materials	360
+15%	54
TOTAL	$1,273

RECEIVED
MAR 25 1970
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An item for glare shields was not included on this contract. This order is for furnishing and installing the glare shields on all overhead illuminated sighs as per A. C. Harwood's letter dated October 8, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.75
Present estimate of project cost, including $1,273.00 for work under this order	$17,200,029.70
Expected under-run ~~over-run~~ amount	$587,199.05
Expected under-run ~~over-run~~ per cent	3

Space to right of this line is for use of Salem Office

Submitted by: J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible] for
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.
4-3-70

SP*33577-734

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APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-20a—5M

I-205-4(10)27

7105

6-1P

Contingent upon modification of project agreement if additional funds are required

BY ~~[illegible]~~

TITLE Dist. Engineer

DATE 31 MAR

U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge Section

Date March 12, 1970

Highway East Portland Freeway

Contract No. 7105

County Clackamas

Prefix 603-1097

Contractor Willamette Western Corp. & Donald M. Drake Co.

F. A. Project No. I-205-7(10)298

Address P. O. Box 231, Oregon City, Oregon 97045

Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise Sign Number 12 to add work "REDLAND" as per attached drawing.

NOTED
F. B. KLABOE

Location by station numbers:

"L" 710 + 94 (Sign bridge near Pier 2)

Estimate of quantities and cost:

Labor	$40.00
+20%	8.00
Materialx	40.00
+15%	6.00
Equipment	10.00
+15%	1.50
TOTAL	$105.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The sign revision is necessary because of changes in the signing of the Gladstone Interchange - Oregon City Interchange Section (see attached letter by T. C. Roake dated March 2, 1970).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $17,787,228.75

Present estimate of project cost, including $105.50 for work under this order $17,198,756.70

Expected under-run ~~overrun~~ amount $588,472.05

Expected under-run ~~overrun~~ per cent 3

Space to right of this line is for use of Salem Office

Submitted by J. X. Wilson
J. X. Wilson Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Alfred A. Rey
~~Construction Engineer or~~ for Bridge Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

4-3-70

SP*23577-734

Form E-206-6M

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

I. 205-7(10) 298

STATE COPY

G-1P

REGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9/4/69
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE
U.S. BUREAU OF PUBLIC ROADS

Project Name Willamette River (West Linn) Bridge
Highway East Portland Freeway
County Clackamas
Contractor Willamette Western Corp. & Donald M. Drake Co.
Address P. O. Box 231, Oregon City, Oregon 97045
Date March 6, 1970
Contract No. 7105
Prefix 603-1097
F. A. Project No. I-205-7(10)298
Order No. 9-Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Field weld diaphragm beams to edge of box girder top flanges in accordance with sheets 64B, 65B, and 66B, dated September 25, 1968, showing revised floor beam connections (160 connections involved).

NOTED
F. B. KLABOE

Location by station numbers:

Floor beam connections throughout length of box girder spans.

Estimate of quantities and cost:

Labor	$13,000.00
+20%	2,600.00
Equipment	6,600.00
+15%	990.00
Material	2,800.00
+15%	420.00
Total this supplement =	$26,410.00
Previous order	11,005.00
TOTAL	$37,415.00

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MAR 12 1970
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work required as a result of revised box girder to floor beam connections. Because of the nature of the work it is considered extra to the structural steel theoretical unit price for the revision as per I. D. Merchant's letter dated October 17, 1968. Rental rates and contractor allowance as per AGC-State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $17,787,228.75
Present estimate of project cost, including $26,410.00 for work under this order $17,188,921.20
Expected under-run XXXXXXX amount $598,307.55
Expected under-run XXXXXXX per cent 3

Space to right of this line is for use of Salem Office

4-1-70

Submitted by: J. X. Wilson
J. X. Wilson Resident Engineer

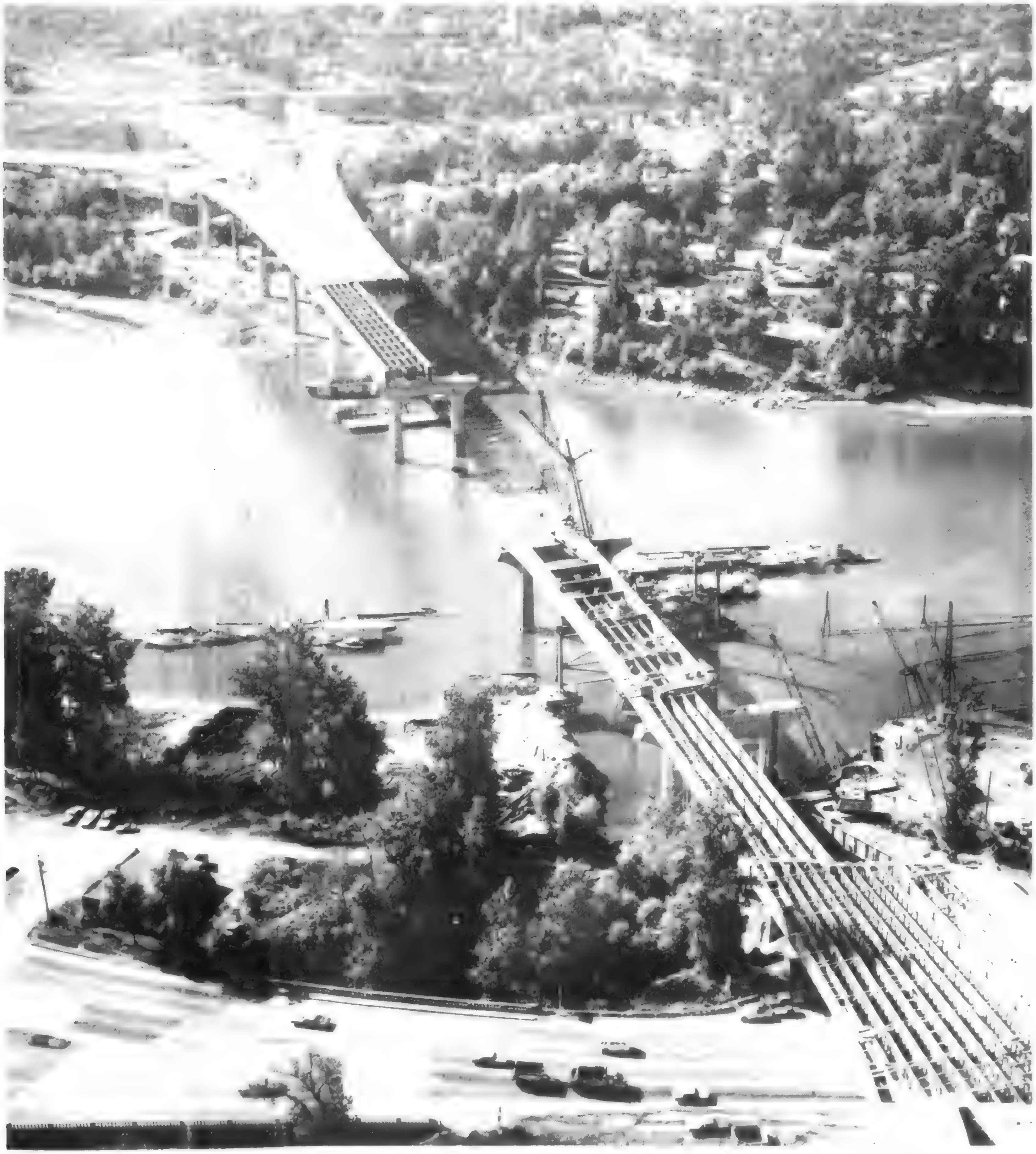
Approval Recommended: Division Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Construction Office Engineer

SP*23377-734

CEIVED
DEC 31 1969



NEW BRIDGE ACROSS WILLAMETTE---Construction is progressing rapidly on the bridge across the Willamette river between West Linn and Oregon City as shown by the above picture which shows the work as it appears looking westerly toward West Linn. Meantime, efforts to have the state highway department give favorable consideration to replacing the old bridge spanning the river at Harrisburg have brought no response. The bridge is carrying a steadily increasing traffic load as travel on 99 E becomes heavier, both with commuting passenger traffic and the increased load of the American Can Company's Halsey plant, the Morse Brothers pre-stressed concrete and ready-mix operation at Harrisburg and other contributing truck traffic on 99 E.

I-205-7(10) Willamette R. (W. Linn) Br. 1967
298 Sec. of the E. Portland Frwy.
#7105 (Grad., Pav., Stru., Sign. & Ill.) #3

C & A 3125
3132
3505
3552

RR 597

RECEIVED
JAN 27 1970

FOR FILING

I-205-7(10)295
7105

December 30, 1969

Willamette-Western Corporation
and Donald M. Drake Company
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request that the completion date for Unit A of Contract No. 7105 be advanced to August 12, 1970, a total of 255 days, without assessment of liquidated damages, for work on the Willamette River (West Linn) Bridge of the East Portland Freeway in Clackamas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you 187 days to June 5, 1970, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. W. Rulien
J. K. Wilson
Bureau of Public Roads

RECEIVED
DEC 19 1969

FOR FILING

I-205-7(20)278
7105

December 17, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
December 23, 1969 meeting

Contract No. 7105 for the construction of the Willamette River (West Linn) Bridge Section of the East Portland Freeway carried two specified completion dates, each for a separate unit of work. These were denoted as Unit A and Unit B. Unit A included all the work necessary to open the structure to traffic. Unit B included such things as painting, cleanup, and other things nonessential to the traffic flow.

Willamette River Constructors, contractor for this project, has requested that the completion date for Unit A of the contract be advanced from the specified completion date of November 30, 1969, to August 12, 1970, a total of 255 days, without the assessment of liquidated damages. The contractor contends that plan changes with respect to the connection of the floor beams to the main box girders delayed production and delivery of the steel.

This is true. On May 22, 1968, the contractor's fabricator was advised by telephone by our bridge design consultant of impending changes in the above-mentioned connections. Revised plans showing the changes were released to the contractor on September 25, 1968, and the revised shop details were approved and forwarded to the contractor on November 25, 1968. The period then from May 22, 1968, to November 25, 1968, comprising 187 calendar days, covers the time during which the contractor's fabricator could not proceed with an orderly schedule of production due to lack of final approved shop details. The granting of 187 days' delay advances the completion date for Unit A to June 5, 1970.

I recommend approval of this request without the assessment of liquidated damages. Such action will waive all liquidated damages until that date. It now appears that the structure should be completed to a stage to permit opening to traffic on or before that time.

It is not possible at this time to forecast the effects of this delay on Unit B. Additional extensions may be necessary, but these will be considered on their merits.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
L. W. Rulien

TE:ja sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7105 Contractor Willamette-Western - Donald Drake

Highway East Portland Freeway

Section Willamette River (West Linn) Bridge

Kind of Work Grading, Paving, Structures and Traffic Control Devices

It is recommended that such extension be granted as requested under the following terms and conditions:

Advance completion date for Unit A (Opening structure to traffic) to June 5, 1970, without assessment of liquidated damages because of delays occasioned by design change in floor beam to girder connections to box beams.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 24 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

asst. State Highway Engineer

Contract No. 7105

Project designation I-205-7(10)298
State—Federal

Date awarded January 11, 1968

Work started January 25, 1968

Per cent completed 80%
Date

Specified completion date November 30, 1969

Previously extended to — • —

Extension requested to Unit A 6/5/70

Form E-120—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Date 29th September, 19 69

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We, the undersigned, respectfully request an extension of 255 days time, from 30 November, 19 69, to 12th August, 19 70, within which to complete our Contract No. 7105, described as follows:

Grading, Paving, Structure & Traffic Control Devices
Willamette River (West Linn) Bridge Section
Clackamas County.

The above request is based upon the following reasons:

Project delays attributed to plan changes in the structural steel design of the box girders. This delay ran concurrent with our structural steel suppliers plant closure of 115 days which was due to a labor strike but was of less duration than the delay caused by design changes.

Ref. Corresp:
WRC ltr. serial #49/69 to O.S.H.D.
WRC ltr. serial #92/68 to O.S.H.D.

Respectfully submitted,

WILLAMETTE RIVER CONSTRUCTORS
Contractor

By
A. B. WILKINSON, PROJECT MANAGER

CONSENT OF SURETY

Date October 2, 19 69

We, GENERAL INSURANCE COMPANY OF AMERICA and THE TRAVELERS INDEMNITY COMPANY as Co-Surety, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By: S.H. Melrose, Jr.
Attorney-in-fact

THE TRAVELERS INDEMNITY COMPANY
By
S.H. Melrose, Jr., Attorney-in-fact
(SEAL)

J. B. L. & K. CORPORATION
Resident Agent

State Printing 78755

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DEC 1? 1969

I 205-7(10)298
7903

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 11, 1969

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Time Extension

It is felt that the approved plan changes in the structural steel design for the box girders did delay production, delivery, and erection of the girders which subsequently resulted in an overall delay of 187 calendar days on the work specified to be completed by November 30, 1969. For the reasons given in Mr. Edwards' December 10 letter I concur that the date for completion of work covered under Unit (a) contract time be advanced to June 5, 1970 without assessment of liquidated damages.

It is understood that this request is considered an interim extension to preclude withholding liquidated damages from the contractor for work covered under Unit (a) and that additional time extensions may be justified for both units of work since it is not possible at this time to forecast the overall effect of the delay on the final completion of the project.

Copy [illegible] Gallagher 12-12-69

NOTED
TOM EDWARDS

RECEIVED
DEC 1? 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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DEC 31 1969

FOR FILING

[illegible]

7105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1969

SUBJECT: Safety Inspection
Willamette R. (West Linn) Br.
Contract No. 7105

To: Tom Edwards
Assistant State Highway Engineer

8075

O F F I C E

The action taken on items of the safety inspection by the Accident Prevention Division of the Workman's Compensation Board following the fatal accident of E. E. York is as follows:

1. Our workmen have been instructed that they will be "tied off" when the employees hands are required to use tools.

2. The crew has been instructed in the proper use of the tools and that tools are to be used only for the purpose intended. We have upgraded our tools for checking torque and have two men present to handle the tools.

3. This citation implies that our workmen were on the steel girder before it was connected to the adjacent steel. We are not able to dispute this but believe that it is inaccurate because high strength bolts were being torqued. Our men have been instructed to keep clear of steel girders as they are being erected and to wait until the required number of erection bolts and pins have been placed before approaching the work. It is necessary that our men be present as the joint is being made up so that bolt tension can be checked.

4. The safety code requires the use of life jackets when working over five feet of water rather than four feet as cited. Our men have been instructed to use their jackets when engaged in work over the water.

NOTED
FORREST COOPER

5. The resident engineer has safety equipment available for his crew as well as a sufficient stock for others who visit the project.

The above items have been "driven home" to all members of this crew and to other crews in this Division. A state-wide program of instruction in safety rules will be undertaken at the Divisions' Resident Engineer Meetings throughout the winter.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

AAR:jf

cc: L. W. Rulien
J. X. Wilson

RECEIVED
DEC 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WORKMEN'S COMPENSATION BOARD

EXECUTIVE OFFICES

LABOR AND INDUSTRIES BLDG. • SALEM, OREGON • 97310 • Ph. 364-2171 Ext. 1911

December 10, 1969

Mr. John M. Fulton, Director
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Dear Mr. Fulton:

It is the policy of the Workmen's Compensation Board to investigate all industrial fatalities that are not the responsibility of the State Police or the Aeronautics Division. Following a review of fatal reports this last month, we find that one of your Highway employees was killed on the West Linn Bridge job. Investigation revealed that there were several code violations which contributed to this man's death.

We are enclosing a copy of the investigation report as well as a copy of the corrections written following the investigation for your review.

The safety services of the Board are available to you for assistance in avoiding any recurrence of this type of accident to your people.

Very truly yours,

WORKMEN'S COMPENSATION BOARD

Wm. A. Callahan

Wm. A. Callahan, Chairman

James Redman

James Redman, Commissioner

M Keith Wilson

M. Keith Wilson, Commissioner

Encs.

DEC 11 RECD

FATAL

FORM 812
REV. 1-69

STATE OF OREGON
WORKMEN'S COMPENSATION BOARD
LABOR & INDUSTRIES BUILDING
SALEM, OREGON 97310

SAFETY REP.
Clarence M. Dopew-13
DATE
November 12, 1969

ACCIDENT PREVENTION DIVISION

ACCIDENT INVESTIGATION REPORT

1. FIRM NAME: Oregon State Highway Dept. State of Oregon
2. FIRM NO.: 0093000
3. ADDRESS: PO Box 65, West Linn, J.A. Wilson, Project Engineer
4. LOCATION OF ACCIDENT: West Linn Bridge Near Pier # 5.
5. COUNTY: Clackamas County
6. NATURE OF BUSINESS: Bridge Const.
7. NAME OF INJURED: Edward E. York
8. ADDRESS: 3356 S.E. Vinyard, Milwaukie
9. OCCUPATION: Structural Steel Inspector
10. SEX: M
11. AGE: 32
12. DATE OF INJURY: Nov. 11,1969
13. DATE OF DEATH: Nov.11-69 2:45 pm.

14. NATURE OF INJURY AND PART OF BODY AFFECTED
Visible injury to rt side of head and bleeding from nose & ears when removed from water, presumed dead when taken to Willamette Falls Hosp by ambulance.

15. SOURCE OF INJURY AND ACCIDENT TYPE
Fall To Lower Level. 100 to 120 ft.

16. UNSAFE ACTS
Should have been pulling on wrench parallel to beam instead of across beam. Improper use of Tools, FAilure to tie off, failure to use life jacket. No middle handrail.

17. UNSAFE CONDITIONS
Girder still reported suspended from crane. Should have not been on girder untill connectors had completed work. and cranes disengaged.

18. AGENCY OF ACCIDENT
Struck on Scaffolding about 20 ft below top of girder.

19. MAKE AND MODEL NUMBER (IF PERTINENT)
—

20. SAFETY CODES VIOLATED
1-1-2 1-1-3, 2-3-2, 7-1-19, 7-1-29 & 6-1-1

21. CORRECTIONS ISSUED
YES x NO ☐

22. WITNESSES OR PEOPLE INTERVIEWED

NAME	ADDRESS	OCCUPATION
Rex Ledford	PO Box 231, Ore. City	Erect. Sup't.
Mike Roche	" " " "	Iron Worker
A.B. Wilkinson	" " " " "	Contr. Project. Sup'v.
J.X. Wilson	PO Box 65, West Linn Ore. State Hwy., Proj. Engineer.	

23. CONTRIBUTING FACTORS

Board
Carpenter Walk [illegible]
[illegible]
[illegible]
[illegible]

24. Brief Description of Accident

Girder had been set in place, but connectors had not cut loose the 2nd crane. Most of Bolts were in and Mr. York was checking them with a 4 ft. torque wrench. (Approx #600 lbs.) He was using a Spud wrench in the end of the torque wrench handle as a "Swede" for additional leverage. He was sitting down quartering to the upstream side of the girder reefing on the wrenches. The wrenches slipped causing him to fall over on his left side and roll off the edge of the upstream side of the Girder. Mike Roche who had just came up on the top of girder from below heard him strike his head on end of center plank on lower level (shown with box on it) and saw him slide off plank andcartwheel into water below with arms and legs extended and striking on ~~xleftxsidex~~ right side. His Life Jacket was hanging on handrails and he was wearing his safety belt with uncoiled lanyard attached, so he was not tied off. Severe lacerations to rt. side of head and presumed dead when taken to Willamette falls Hosp by ambulance after being removed from about 25 ft of water by grappeling. Body found about 3:20 p.m.

The Safety Skiff was nearby and was immediately at the scene after he fell.

25. Sketch of Accident Scene (Attach photos if possible)

See Attached Photos:

RECEIVED
NOV 14 1969
W C B [illegible]
[illegible]

Form 804
Rev. 1-69

STATE OF OREGON
WORKMEN'S COMPENSATION BOARD
Accident Prevention Division
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON 97310

COPY SENT
NOV 10 1969

SAFETY INSPECTION

DATE	Nov. 12, 1969
COUNTY	03
SAFETY REP.	Clarence M. Depew
NUMBER	13
TYPE OF OPERATION	Constructon
NO. OF EMPLOYES	16
ACTIVITY CODE	6543
INSP. TIME	10.00

EMPLOYER: Oregon State Highway Dept.
FIRM NUMBER: 9300
LOCATION OF OPERATION: West Linn Bridge

Have previous corrections been made? Yes.
IF NOT, LIST INSP. DATE AND CORRECTION NUMBER(S)

Location and date of last inspection? Oct. 16, 1969 at Mary S. Young State Park.

NAME AND ADDRESS OF MANAGEMENT REPRESENTATIVE
Address correspondence re this inspection to J. X. Wilson, Project Engineer. PO Box 65, West Linn

The following items are found to be in violation of the Safety Laws and Codes of the State of Oregon. These conditions must be corrected and NOTICE OF COMPLIANCE mailed to the Accident Prevention Division, Workmen's Compensation Board, Salem, Oregon 97310 by the following date Nov. 13, 1969

1. Workmen shall be instructed that when they are engaged in work that required working in a sitting position or stooping position on girders and they are only protected by a single railing and not by standard handrails, they shall be tied off or an intermediate railing shall be installed for their safety. 2-3-2

2. Workmen shall be instructed in the proper use of tools. If the 4 ft handle of torque wrench is not long enough, another wrench with longer fixed handle shall be provided and used. the use of "Spud" wrenches or other material for "Swedes" shall be prohibited. 6-1-1

3. No workmen shall be allowed during process of connecting a beam or girder to work on same except the connectors, which are so designated. 1-1-3 & 1-2-15

4. Men working over water 4 ft or more in depth shall be required to wear life jackets unless they are in an area protected by approved handrails and are working in a manner that the handrails will provide protection. 7-1-19.

5. These Rules and regulations shall apply to every place of employment. All employers, workmen and other persons shall obey and comply with these rules and regulations, and shall abide by all safety orders issued by the board or its authorized representatives. (This order shall be construed to cover all persons entering the work areas, such as sub-contractors, material suppliers, Inspectors, visitors, etc. 1-1-2

Received by ____________ Title [illegible] Compliance card left? Yes.

[illegible] duplicate to employer, 3rd copy to supervisor, file 4th copy.

DEC 29 1969

FORM DOT F 1320.1 / A-121 (12-67)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

Memorandum

I-205-7(10)298

DATE: December 19, 1969

In reply refer to: 08-35.6

TO : 7105 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary No. 35-69-EID(4S)20
Structural Steel Fabrication

This year we conducted a series of inspections-in-depth on structural steel fabrication on the following projects:

I-205-7(10)298, West Linn Bridge, Seattle Fabrication
I-205-7(10)298, West Linn Bridge, Vancouver Fabrication
I-205-7(12)298, Tualatin River-Pacific Highway Section

The January inspection of the Seattle fabrication of the West Linn Bridge was reported as a stage inspection. Because of the findings of that inspection, the other two inspections were undertaken. It was hoped that an inspection could be made of the West Fremont Interchange fabrication, but unfortunately that work has not progressed sufficiently at this time.

You were furnished copies of each of the three inspection reports with the request that you indicate proposed action to correct any problems noted on the reports. We have your replies in each instance and are satisfied with them.

The purpose of this summary report is to bring to your attention any problems which we found on a recurring basis. We found the fabrication being inspected by State forces was generally good. There was a good understanding between the State and the fabricator and everybody knew where they stood. We found on the inspection of work by an outside agency that there was not this meeting of minds and the inspection and work were not of the high quality found on State work. I feel that the steps you have taken since to insure that the consulting firms understand what is required prior to submitting proposals, and the followup inspection work during fabrication, should all result in a better product in the future.

Copy - [illegible]
12.24.69

REFERRED TO
Edwards
By Asst. State Hwy. Engr.

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1969

FOR FILING

I-205-7(10)297
7105

December 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Willamette River (West Linn) Bridge
Contract 7105
FAP No. I-205-7(10)298

Contract requirements for completion of the work are quoted as follows:

> 7-31 Opening of Sections to Traffic
>
> At such time as the contractor has completed all work hereinafter specified to be completed by not later than November 30, 1969, the State will open the project to public traffic.
>
> The contractor shall complete the remaining work on the project under traffic and in such a manner as will cause no obstruction to traffic, and shall bear all additional costs and expense attributable to the presence of traffic.
>
> 8-7 Time for Completion of Work and Liquidated Damages
>
> Modifying the General Special Provisions for Contract Time and Liquidated Damages, January, 1966, bound herewith, there will be two "Contract Times" and two daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:

(a) Construction of all work under the contract except field painting of structural steel, construction of approach undercovering and concrete finishing on piers shall be completed by not later than November 30, 1969.

(b) All work required under the contract shall be completed by not later than September 30, 1970.

(c) Under (a) above, the daily amount of liquidated damages shall be $1,600. Under (b) above, the daily amount of liquidated damages shall be $100. If liquidated damages should become payable concurrently under (a) and (b) above, the daily amount of liquidated damages shall be $1,600.

The contractor is currently requesting that the date of November 30, 1969, specified under (a) above be advanced 255 calendar days to August 12, 1970. The contractor contends that plan changes in structural steel design for the box girders delayed production and delivery of the girders, with the resulting delays in erection of the girders and completion of the work to meet the specified date. The 255 days stated above covers the period January 12, 1968, the date the contractor placed his order for the structural steel with Isaacson Structural Steel Company, and September 25, 1968, the date the contractor was given instructions by the State to proceed with the work on revised plans for the floor beam to box girder connections.

The changes in question are those shown on revised drawings 22268A through 22270A, submitted to you with our letter of August 22, 1968.

Our findings on the delay are as follows:

On May 22, 1968, the contractor's fabricator was advised by telephone by our consultant of impending changes to the floor beam to box girder connections. Revised plans showing the changes were released to the contractor on September 25, 1968, and revised shop details were approved and forwarded to the contractor November 25, 1968. The period May 22, 1968, to November 25, 1968, 187 calendar days, is the overall delay as the contractor's fabricator could not proceed with an orderly schedule of production until all shop details were available to him.

The 187 day delay advances the completion date for Unit (a), opening the structure to traffic, to June 5, 1969. With your concurrence, I propose to recommend to the Highway Commission that the date for completion of Unit (a) be advanced to June 5, 1969, without assessment of liquidated damages.

It appears now that the structure should be completed to a stage that would permit its use by traffic on or about May 15, 1969, however the field welding involved in the plan change, being performed on a force account basis, is going rather slow and may effect this date. This request for extension is to be considered an interim extension to preclude withholding liquidated damages from the contractor for Unit (a) of the work.

It is not possible at this time to forecast the effect of this delay on the final completion date. Additional time extensions may be necessary for both units of the work. These, of course, will be considered on the merits as conditions warrant.

Early consideration of this request will be appreciated as I would like to get it before the Highway Commission at their meeting scheduled for December 23, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer
By

Tom Edwards
Assistant State Highway Engineer

CAG:DH

bc Forrest Cooper
R. L. Porter
V. D. Wolfe
I. D. Merchant
L. H. Young

RECEIVED
NOV 13 1969

FORM E-90-X (12-67

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
November 12, 1969

SUBJECT: Fatal Accident
Edward E. York

To: Memo to the File

At about 3 P.M. November 11, 1969 Edward York, a structural inspector for J. X. Wilson, fell from the West Linn Bridge. At the time of the accident, York was torqueing bolts on the top splice plate on the downstream girder of the westbound structure at the first main splice west of pier 5. The bolts in this splice are 1¼ inch bolts and are torqued to something over 1,000-foot pounds. York was using a wrench with about a 3½ foot handle, to get extra leverage. He had reportedly inserted a spud wrench to get the additional torque.

The information I have indicates that the spud wrench slipped causing York to fall. It is reported that he struck a plank forming a work platform just below the bottom flange of the girder. There was a pickup boat just upstream when the accident occurred. The operator immediately slipped anchor and moved into the area where York hit the water, but saw no sign of him. Divers were called and dredging operations started immediately. York's body was found within half an hour, before divers arrived on the scene, and was taken to Willamette Falls Hospital.

At the time of the accident, York was working within what would technically be classed an area protected by railing and normally, in such an area, life jackets would not be required. At the time of the accident, York had shed his life jacket and it was left hanging on the rail. At the time I visited the scene of the accident, about 8 A.M. November 12, the life jacket was still hanging on the rail and the torque wrench was still in position. Apparently York had been in a seated position pulling on the torque wrench, and he went off the girder under the rail.

Additional details and pictures will be submitted at a later date.

L. W. Rulien
Division Engineer

by

A. C. Harwood
Asst. Division Engineer

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

ACH:fb
cc I. D. Merchant
Gene Huntley
E. S. Hunter
Tom Edwards
Ray Stose

Form E-206—1M

RECEIVED
DEC 4 1969
OFFICE OF
HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY C. J. Valach
TITLE Dist. Engineer
DATE 1 DEC 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Willamette River (West Linn) Bridge Section
Date November 10, 1969
Highway East Portland Freeway
Contract No. 7105
County Clackamas
Prefix 603-1097
Contractor Willamette-Western Corp. & Donald M. Drake Co.
F. A. Project No. I-205-7(10)298
Address P. O. Box 231, Oregon City, Oregon 97045
Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Modify Type "C" islands in gores to mountable type islands. This order provides for extra work required to form and finish the more elaborate shaped mountable island. Concrete quantities for Bid Item No. 41 are to be deleted for the specified locations and will be paid under this order.

Location by station numbers:

"A_3" 735+00
"OS_2" 735+50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$250.00
Equipment	50.00
Labor	350.00
Subtotal	$650.00
(Deleted portion of Item No. 41	
(Concrete Islands 4.2 CY @ $40/CY	168.00)
Approximate net increase in project cost	$482.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Type "C" islands are modified to mountable type islands at exit gores per instruction from Division Engineer. Contractor's submitted price for revised forming and finishing considered unreasonable. Prior approval for this work obtained from BPR 11-5-69. Work began on this order 11-10-69. Rates as per AGC-State Agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$17,787,228.75	
Present estimate of project cost, including $650.00 for work under this order	$16,457,960.6	
Expected under-run amount	$1,329,268.1	
Expected under-run per cent	7	

Submitted by: J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: Alfred A. R
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved: G. F. Kerber
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~

RECEIVED
NOV 12 1969
FOR FILING

I-205-7(10)298
7105

November 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7105
Prefix 603-1097
FAP I-205-7(10)298

Dear Sir:

Herewith for yourconsideration and approval are copies of Price Agreement No. 25 covering a specification change to allow the use of Type IV Formula 317 paint for all intermediate coats on the structural steel on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

The use of Type IV Formula 317 paint for all coats except the prime and finish coats which must be Formula 16 for the prime and Formula 317-64 for the finish coat will be performed at no additional cost to the project.

Copies of the Engineer's letter of explanation are attached.

This specification change was tentatively recommended for approval by the Bureau of Public Roads Bridge Engineer October 24, 1969.

Your approval as of October 24, 1969 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

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NOV 1 - 1969
FOR FILING

FORM PR-33B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (Klabee)
OSHD (Edwards)
Region
Wash DC
G. K. Hoesner, Area Engr

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

gyh

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 8	REPORT NO. 17	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 10-14-69	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr J. X. Wilson, Res Br Engr, OSHD; Vern Butzer, Asst Res Engr, OSHD F. Morice, Hwy Engr Trainee, BPR		PROJECT NO. I-205-7(10)298
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED a. 92 % b. 63	WORK COMPLETED 69 %

I 205 7(10) 298
7102

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN

(*Not applicable for all Contacts.)

WILLAMETTE RIVER (WEST LINN) BRIDGE
EAST PORTLAND FREEWAY
Grading, Paving, Structures, and Traffic Control Devices

1. SCOPE OF INSPECTION:

This inspection consisted of an observation of the contractor's operation, the State's inspection procedures, and a review of the documentation concerned with the base course.

2. SUMMARY OF FINDINGS:

a. The inspectors inspecting the base construction were well qualified personnel. The test man had attended OSHD materials school.

b. The material being accepted substantially met specification requirements.

c. The project control of both quality and quantity of material was satisfactory.

d. Twice a day moisture checks are taken on the aggregate at the pugmill. Visual checks are maintained on the material and if a change is noted a moisture check is taken.

3. COMMENTS AND RECOMMENDATIONS:

The records that were reviewed were found to be in order and current. The supporting documentation for the last progress estimate was reviewed and found to substantiate the progress estimate.

Orig to Morgan 10-31-69

NOTED
R. L. FOSTER

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

The base rock was not being placed by a mechanical spreader as required in the specifications. Because of the small runs to be rocked it would be impractical to use a spreader so by a price agreement the State deleted the requirement. The method used appears to give satisfactory results.

The latest EEO meeting was held on September 16, 1969. It was a labor compliance hearing held with the prime contractor. The meeting was attended by representatives from the central office.

Backup notes for this inspection are attached to the Division copy of this report.

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(10)298

7/1

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NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE 11/10
Contingent upon modification of project agreement if additional funds are required
BY E. M. Brooks
TITLE Dist. Engineer
3 NOV 1969
DATE
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge ✓
Date October 9 1969
Highway East Portland Freeway ✓
Contract No. 7105 ✓
County Clackamas ✓
Prefix 603-1097 ✓
Contractor Willamette Western Corp. & Donald M. Drake Co. ✓
F. A. Project No. I-205-7(10)298 ✓
Address P. O. Box 231, Oregon City, Oregon 97045 ✓
Order No. 7-Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 8-inch perforated drain pipe and special backfill in drains.

Location by station numbers:

"B3" 736+85 to 737+30
"D" 735+00 to 735+50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$550.00	Previous EWO	$1,050.00 ✓
Material	450.00	This Order	1,500.00 ✓
Labor	500.00	Total	$2,550.00 ✓
Total	$1,500.00 ✓		

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No perforated pipe included in bid items for this project. Equipment rental rates as per AGC-State Agreement. Work has not been performed. BPR approval was obtained for the original order July 31, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $17,787,228.75
Present estimate of project cost, including $1,500.00 ✓ for work under this order $16,450,999.48
Expected under-run ~~over-run~~ amount $1,336,229.27
Expected under-run ~~over-run~~ per cent 8

Space to right of this line is for use of Salem Office

Submitted by: J. K. Wilson, J. K. Wilson, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Deputy State Highway Engineer

11-10-69

RECEIVED
DEC 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-96 7166

7105

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9/4/69
Contingent upon modification of project agreement if additional funds are required
BY J Valach
TITLE Dist. Engineer
DATE 9 DEC 1969
U.S. BUREAU OF PUBLIC ROADS

Project Name Willamette River (West Linn) Bridge ~~[illegible]~~
Highway East Portland Freeway ✓
County Clackamas ✓
Contractor Willamette Western Corp. & Donald M. Drake Co. ✓
Address P. O. Box 231, Oregon City, Oregon 97045 ✓

Date ~~September 11~~, 1969
Contract No. 7105
Prefix 603-1097 ✓
F. A. Project No. I-205-7(10)298 ✓
Order No. 9 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Field weld diaphragm beams to edge of box girder top flanges in accordance with attached sheets 64B, 65B and 66B dated September 25, 1968, showing revised floor beam connections (160 connections involved). Welds are to be fully radiographically inspected.

Location by station numbers:

Floor beam connections throughout length of box girder spans.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$8,500.00	53.00 ea.
+20%	1,700.00 ✓	3.15 ea.
Equipment	500.00	
+15%	75.00 ✓	1.25 ea.
Material	200.00	
+15%	30.00 ✓	
TOTAL	$11,005.00 ✓	68.75 ea

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work required as a result of revised box girder to floor beam connections. Because of the nature of the work it is considered extra to the structural steel theoretical unit price for the revision as per I. D. Merchant's letter dated October 17, 1968. Rental rates and contractor allowance as per AGC-State agreement. Tentative approval received from BPR 9/4/69. Portion of work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.7[illegible]	—
Present estimate of project cost, including $11,005.00 for work under this order	$16,442,145.4[illegible]	
Expected under-run ~~over-run~~ amount	$1,345,083.2[illegible]	
Expected under-run ~~over-run~~ per cent	8	

Space to right of this line is for use of Salem Office

Submitted by: J. K. Wilson
J. K. Wilson
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: Alfred A. Rear
Construction Engineer or Bridge Engineer

Approved G. F. Kolher
Deputy State Highway Engineer, Assistant State Highway Engineer

Rec'd A. Morgan
12-11-69

State Printing

I-205-7(10)293

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SEP 22 1969

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SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form X-205-

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G-1P

APPROVED [illegible] 2 5 [illegible]
Contingent upon modification of project agreement if additional funds are required.
By L M Brown
Div. Engineer
Date 15 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Willamette River (West Linn) Bridge	Date	August 28, 1969
Highway	71 East Portland Freeway	Contract No.	7105
County	Clackamas	Prefix	603-1097
Contractor	Willamette Western Corp. & Donald M. Drake Co.	F. A. Project No.	I-205-7(10)293
Address	P. O. Box 231, Oregon City, Oregon 97045	Order No.	8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise bearing shoes in accordance with revised Drawing Nos. 22272 and 22301 dated July 31, 1969. Work included trimming interior bearing plates to provide for rotation expected under extreme temperature conditions, minor grinding, and repainting as required.

Location by station numbers:

Piers 3, 5, and 6 (8 Type VIII and 4 Type IX Expansion)
Pier 6 (14 Type VII Expansion)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,100.00
+20%	220.00
Equipment	110.00
Material	50.00
+15%	24.00
Total	$1,504.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Recalculation by our consultant indicated insufficient clearance between interior bearing plates to provide for rotation under extreme temperature conditions. Rental rates as per AGC-State agreement.
None of this work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.75
Present estimate of project cost, including $1,504.00 for work under this order	$16,412,647.38
Expected under-run ~~over-run~~ amount	$1,374,581.37
Expected under-run ~~over-run~~ per cent	8

Space to right of this line is for use of Salem Office

Submitted by: J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended:

Approval Recommended: Alfred A. R
Construction Engineer or Bridge Engineer

Approved:

9-16-69

RECEIVED SEP 22 1969 OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED SEP 19 1969

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G-11

APPROVED EFFECTIVE DATE 9/19/69

Contingent upon modification of project agreement if additional funds are required.

By ~~~~~~~~~~

Dist. Engineer

Form

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date 17 SEP 1969

Project Name Willamette River [illegible] Section

Highway East Portland Freeway

County Clackamas

Contractor Willamette Western Corp. & Donald M. Drake Co.

Address P. O. Box 231, Oregon City, Oregon 97045

Date August [illegible], 1969

U. S. BU[illegible] 23

Contract No. 7105

Prefix 603-1097

F. A. Project No. I-205-7(10)298

Order No. 5-Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place rocks in landscape area and remove loose surface debris from landscape rock outcroppings.

NOTED F. B. KLABOE

Location by station numbers:

"E2" 737 to 740

Estimate of quantities and cost:

Original Estimate	$500.00			
Expended to date				$675.98
Supplemental Estimate		Equipment	$250.00	
		Labor	150.00	
		Total	$400.00	400.00
			Estimated Total Cost	$1,075.98

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified "Extra Work" by contract plans. Funds for original estimate were included in project authorization. Rates per AGC-State Agreement. A portion of the work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.[illegible]
Present estimate of project cost, including $ ~~[illegible]~~ 575.98 for work under this order	$16,430,039.[illegible]
Expected under-run ~~over-run~~ amount	$1,357,[illegible]
Expected under-run ~~over-run~~ per cent	8

Space to right of this line is for use of Salem Office

Submitted by: J. K. Wilson
J. K. Wilson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

ORP:

Approved:

9-19-69

STATE COPY

Contingent upon [illegible]
project agreement [illegible]
funds are required.
Date ______ By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

Form E-206—5M

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AUG 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-[illegible]98
7105

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge
Date August 5, 1969
Highway East Portland Freeway
Contract No. 7105
County Clackamas
Prefix 603-1097
Contractor Willamette Western Corp. & Donald M. Drake Co.
F. A. Project No. I-205-7(10)298
Address P.O. Box 231, Oregon City, Oregon 97045
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 8-inch perforated drain pipe and special backfill in drains.

Location by station numbers:

"OS_2"726+40 to 727+40

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$ 200.00
Material	550.00
Labor	300.00
Total	$1,050.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No perforated pipe included in bid items for project. Equipment rental rates as per AGC-State Agreement. Work has not been performed as of this date. Prior approval of BPR obtained July 31, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.75	
Present estimate of project cost, including $ 1,050.00 for work under this order	$16,411,959.38	
Expected under-run XXXXXXXX amount	$ 1,375,269.37	
Expected under-run XXXXXXX per cent	8	

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Ivan D. Merchant
XXXXXXXXXXXXXXXX
Bridge Engineer

Approved: /s/ F. D. Morgan
XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX
XXXXXXXX

RECEIVED
AUG 4 1969
FORM E-30 (12-67)
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 1, 1969

To:
J. X. Wilson
Resident Bridge Engineer
P. O. Box 65
West Linn, Oregon 97068

SUBJECT:
Willamette R. (West Linn) Br.
East Portland Freeway
Contract No. 7105
Structural Steel Paint

Your letter of July 25 enclosing copies of a letter of July 22 from American Pipe and Construction Company together with copies of Federal Specifications TT-P-00615c(GSA-FSS) have been received and evaluated.

The Type 4 paint requested for use as a replacement for the paint required in the contract contains a Phenolic varnish vehicle. This type of paint dries with a very hard glossy finish which requires special treatment before the succeeding coat is placed. If proper precautions are not taken during the application of succeeding coats, a lack of adhesion could occur between coats. This type of paint is also very sensitive to the type of cleaning prior to the application of the prime coat.

For the above reasons the request to change to a Type 4 paint is not approved.

While not mentioned in your letter, it is my understanding that the problem consists of a slow drying time within the box girders because of a lack of air circulation. It would be my suggestion that you contact the American Pipe and Construction Company with the proposition that the sand blasting and prime coat only be placed in the shop and that additional paint coats be applied in the field after erection. In this way there will be no delay in the erection of the steel.

It must be understood that this would be a concession over the requirements of the specifications and that no additional costs would be accepted by the State if the fabricator desires this method of application.

Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: Tom Edwards
L. W. Rulien

NOTED
TOM EDWARDS

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AUG 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(10)298

Form E-208—5M

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AUG 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER
7105

STATE COPY

G-1P

APPROVED
Contingent [illegible] project [illegible] additional funds [illegible]
Date AUG 1969
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Willamette River (West Linn) Bridge	Date	July 31, 1969
Highway	East Portland Freeway	Contract No.	7105
County	Clackamas	Prefix	603-1097
Contractor	Willamette Western Corp. & Donald M. Drake Co.	F. A. Project No.	I-205-7(10)298
Address	P. O. Box 231, Oregon City, Oregon 97045	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and apply CRS-1 asphalt tack coat as required on pavement overlay areas.

NOTED
F. B. [illegible]

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Material	CRS-1 Emulsified Asphalt approximately 3 tons @ $30.00 =	$ 90.00
Labor		200.00
Equipment		150.00
+15% on material and equipment		36.00
+ 20% on labor		40.00
	Total	$516.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No bid item provided in contract for asphalt tack coat.
Rental rates as per AGC-State Agreement.
Work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $17,787,228.75

Present estimate of project cost, including $516.00 for work under this order $16,410,909.38

Expected under-run ~~XXXXXXXX~~ amount $1,376,319.37

Expected under-run ~~XXXXXXXX~~ per cent 8

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXXX~~
Bridge Engineer
OK JB

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 8-21-69
~~XXXXXXXXXXXXXXXXXXXXXXXXXXX~~

RECEIVED
JUL 8 - 1969

FOR FILING

I-205-7(13)
7113

July 3, 1969

Klaboe

Mr. L. W. Rulien
Division Engineer - State of Oregon
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Mr. R. E. Westerman
Gibbons and Reed Construction Company
6405 N. E. Glisan
Portland, Oregon 97213

Gentlemen:

Subject: Meeting with Crown Zellerbach Corporation - West Linn on June 26, 1969

Attached for your information is a copy of the notes taken at our meeting. Unknown at the time was damage to the roof of the West Linn Inn. This consisted of a hole in the roof and some water damage due to the recent heavy rains. Mr. Seavy, the manager, feels this was produced by the blasting on June 17, 1969.

Yours very truly,

CROWN ZELLERBACH CORPORATION

Plant Engineer

L.R.Greger:kw

Attachment

cc: W. A. Gianotti
O. C. Wheeler
Mr. Porter - State Highway Dept.
Salem, Oregon

NOTED
F. B. KLABOE

7-8-69

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Morgan
By Asst. State Hwy. Engr.

NOTED
R. L. PORTER

Take appropriate action

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JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(10)298

Form [illegible]

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JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7105

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date JUN By
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name	Willamette River (West Linn) Bridge	**Date**	June 11, 1969
Highway	East Portland Freeway	**Contract No.**	7105
County	Clackamas	**Prefix**	603-1097
Contractor	Willamette Western Corp. & Donald M. Drake Co.	**F. A. Project No.**	I-205-7(10)298
Address	P.O. Box 231, Oregon City, Oregon 97045	**Order No.**	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place rocks in landscape area and remove loose surface debris from landscape rock outcroppings.

Location by station numbers:

"E2" 737 to "E2" 740

Estimate of quantities and cost:

Equipment	$275.00
Labor	200.00
Material	25.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified "Extra Work" by contract plans. Funds for this work were included in project authorization. Rates as per State-A.G.C. agreement. Work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.75
Present estimate of project cost, including $ 500.00 for work under this order	$ 16,408,443.38
Expected under-run amount	$ 1,378,785.37
Expected under-run per cent	8

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson
J.X. Wilson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approved: /s/ F. D. Morgan 7-8-69

23577-731

C

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MAY 22 1969
FOR FILE

I-205 ([illegible]) 272
7/13

TOM McCALL

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 19, 1969

Commander
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Subject: File No. 3371, Serial 437

Dear Sir:

In response to your letter of May 2, 1969, to Mr. Donel J. Lane of the State Water Resources Board, regarding an application by Willamette River Contractors to build falsework in connection with the I-205 bridge over the Willamette River, three agencies informed us that they had no comments or objections.

The Fish Commission of Oregon also expressed no objection but requested that the falsework be removed after October 1, 1969.

Sincerely,

Governor

TM/sds

cc: State Water Resources Board
Oregon State Highway Department
Fish Commission of Oregon

NOTED
VICTOR D. WOLFE
ORIGINAL SIGNED
VICTOR D. WOLFE

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1969
FOR FILES

Letter File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
O. A. WHITE

I-[illegible]

Salem, Oregon
May 15, 1969

SUBJECT: Willamette River (West Linn) Bridge
Contract 7105

To:

Mr. J. X. Wilson
Resident Bridge Engineer
P. O. Box 65
West Linn, Oregon 97068

During the splicing of flange plates for the box girder sections of the subject structure, work which is being done at the Vancouver plant of American Pipe, the fabricator was checking his work ultrasonically before radiographing. While inspecting joint GA882, one of the first joints made using the vertical submerged arc process, the AP inspector noted discontinuities ultrasonically which did not appear on the radiographic film. The standard which he was using was the ASME Boiler Code, which is about one-half as sensitive as the BPR ultrasonic specification for butt welds (May 1, 1968).

Later, while we were discussing this situation with Mr. Ed Rief, we decided that it would be well to inspect the joint to the BPR specification to see what that procedure revealed. Our own ultrasonic instrument seemed to be not working properly at the time so we hired Conam Inspection to do the job.

We were aware that Conam could not fulfil all of the provisions of the specification, but thought it well to proceed regardless. The first area of deviation was in the training of their operator. Though he had had considerable ultrasonic experience, he had no formal training in the use of the BPR specification. Several days were spent going over the specification with him. The equipment used was similar to that owned by the Materials Division, but neither our instrument nor theirs has been certified by the manufacturer as to the accuracy of the calibrated gain control.

During the inspection by Conam, three joints other than GA882 were investigated and none of these was found to contain discontinuities anywhere near the rejection level of the BPR specification. The Conam report is enclosed.

NOTED
LLOYD P. S[illegible]

By way of explanation, the specification states that for a search unit angle of 60° the following acceptance criteria will apply:

Sensitivity Level, db.

+18 and above	+12 to +17, incl.	+11 and below
Accept.	Reject if length and spacing are in excess of limits of Fig. 409 of AWS D2.0 as modified by BPR Circular Memorandum of August 19, 1966.	Reject regardless of length.

In discussing this with Mr. Dennis Scharosch, ultrasonic specialist with the California Division of Highways, he said that California has adopted other portions of the specification, but not the acceptance criteria. Their research has indicated to them that the criteria are too severe, but they would definitely recommend that defects with sensitivity levels of +8 db and below be excavated.

On the 9th of May the Materials Division made its own examination to back up the Conam inspection before making any recommendations. This report is also enclosed. It will be noted that in general the same defects were located that were defined by Conam Inspection. In addition, the Materials Division investigated the GA882 joint from inside the box girder, and again found essentially the same defects.

It would not be expected that the magnitude of the defect would be the same when viewed from both sides of the same face, or from the inside and outside faces. Due to the configuration of the defect it may be a better reflector from one direction than another and would therefore have a lower sensitivity level from that direction. The lowest sensitivity level for a given defect would control.

It is our understanding that since the weld has already been accepted on the basis of radiography, and since it has been incorporated into the girder, the apparent defects will not be excavated. It is our hope that, with the creation of a new position on Mr. Rief's crew, a man trained in ultrasonic inspection and close to the work at hand will be able to investigate similar problems before it becomes too late to do anything about them.

D. A. WHITE
Engineer of Materials & Research
by
John C Jenkins
JOHN C. JENKINS
Asst. Engineer of Materials
and Research

JCJ:zf

cc: I.D. Merchant
L.W. Rulien
E.J. Rief

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

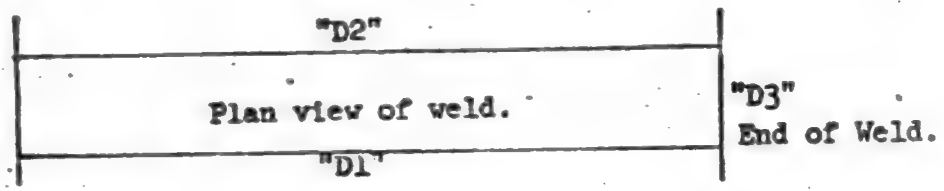
ULTRASONIC TEST REPORT

Sheet 1 of
Date 21 April 1969
Inspector J. Frainey

Contract No.
Weld identification GA8B2

Equipment Kreutkramer
Calibrated gain control check
Transducer Branson
Reference level -64 -56 db.

Material thickness 2¾" plate
Weld joint--AWS
Weld process Verticle sub arc
Surface condition
Base metal condition
Remarks



Defect No.	Trans-ducer Angle (degrees)	Angular Distance From "D1" (inches)	Discontinuity Level From "D1" (db.) *	Discontinuity Level From "D1" (db.) **	Angular Distance From "D2" (inches)	Discontinuity Level From "D2" (db.) *	Discontinuity Level From "D2" (db.) **	Sensi-tivity Level	Defect Length (inches)	Defect Depth Below Surface (inches)	Location From "D3" (inches)
1	60		60 70					4 14	2"	2½" 1¾"	13"-15"
2	60		76					12	½"	1½"	17½-18"
3	60		58					-6	1½"	2½"	5-6½"
4	60		78					14	1 ¾"	1¼"	31-31¼"
5	60		72					8	½"	2½"	50-50½"

*Instrument reading. **After correction for attenuation.

Figure 9

CONAM Inspection, c.
0511 S.W. Carolina St. 246-8861
PORTLAND, OREGON 97201

Date 21 April 1969
Report No. 2 Page No.

EXAMINATION REPORT

CUSTOMER Oregon State Highway Dept.
ADDRESS
P. O. No. H522209 IXE No.-

RADIOGRAPHIC	SPOT		MAGNETIC PARTICLE		ULTRASONIC	X
	100%		PENETRANT		OTHER	

EXAMINATION OF THE FOLLOWING:

Bridge Flanges

LOCATION: American Pipe (Vancouver) MATERIAL Steel
ACCEPTANCE STANDARD: Bureau of Public Roads
RADIATION SOURCE: None OTHER

NO.		RECOMMEND WITHIN SPEC.	RECOMMEND BEYOND SPEC.	NO.		RECOMMEND WITHIN SPEC.	RECOMMEND BEYOND SPEC.
	G A 9 T 2	X					
	2¼" plate 5' long						
	G A 8 T 1	X					
	2¼" plate 5' long						
	G A 9 T 3	X					
	2¼-2" plate 5' long						
	G A 8 B 2		X				
	2¾" plate 5' long						

No. of Films:	Type:		HOURS WORKED	5	J. Frainey	TECHNICIAN
Film Size:	Orig.	Repair	HOURS STANDBY			
Weld Footage			HOURS TRAVEL:			ASST. TECH.
No. of Exposures			NO. OF MILES:		OTHER:	

RECEIVED BY:

APPROVED BY: J W Frainey

PRINTED BY THE STANDARD REGISTER COMPANY, U.S.A. ZIPSET

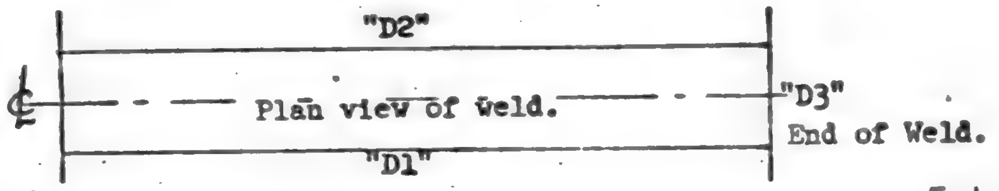
ULTRASONIC TEST REPORT

Contract No. 7105
Weld identification GA 8 B2

Equipment Krautkramer USK-5
Calibrated gain control check
Transducer Branson 2.25 MHz ½x1"
Reference level IIW & 3x3 base metal 50 db.

Sheet 1 of 2
Date May 9, 1969
Inspector Jenkins - Rief

Material thickness 2¾
Weld joint--AWS Square edge butt, gap 1"
Weld process Vertical submerged arc
Surface condition ground
Base metal condition mill scale and ground
Remarks Computed attenuation from 3 x 3 block of base material, 2-1/16 diam. holes at 3 depths: 3.5 db/inch sound travel.



Exterior examination

Defect No.	Transducer Angle (degrees)	Angular Distance From "D1" (inches)	Discontinuity Level From "D1" (db.) *	Discontinuity Level From "D1" (db.) **	Angular Distance From "D2" (inches)	Discontinuity Level From "D2" (db.) *	Discontinuity Level From "D2" (db.) **	Sensitivity Level	Defect Length (inches)	Defect Depth Below Surface (inches)	Location From "D3" (inches)	From Centerline
1	60	4 3/8	70	55				+5	1	2 1/8	15-16	¼ R
2	60	2 1/4	60	53				+3	½	1 1/8	17-17½	½ R
3	60	4 5/8	62	46				-4	¾	2¼	5-5¾	¼ R
3A	60	3 1/4	72	61				+11	1	1 5/8	6½-7½	½ L
4	60	2 1/2	70	63				+13	1	1¼	30½-31½	2½ R
5A	60	3 1/2	70	58				+8	2	1¾	49-51	¼ R
6	60	2	60	53				+3	1	1¾	13-14	¼ R

*Instrument reading. **After correction for attenuation.

Figure 9

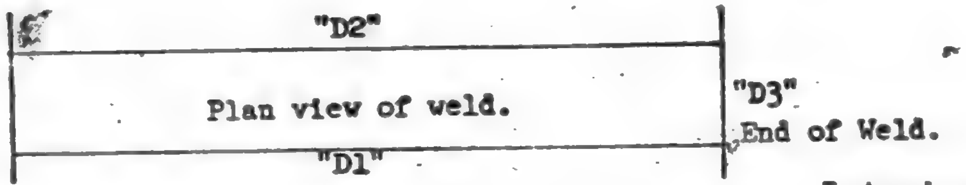
ULTRASONIC TEST REPORT

Sheet 2 of 2
Date May 9, 1969
Inspector Jenkins - Rief

Contract No. 7105
Weld identification GA 8 B2

Equipment Same
Calibrated gain control check
Transducer Same
Reference level 50 db.

Material thickness 2¾
Weld joint--AWS Same
Weld process Same
Surface condition Ground
Base metal condition Mill scale & Ground
Remarks Distance from D3 to inside face of web is 3¾". Weld centerline not marked on inside surface.



Interior examination

Defect No.	Transducer Angle (degrees)	Angular Distance From "D1" (inches)	Discontinuity Level From "D1" (db.)		Angular Distance From "D2" (inches)	Discontinuity Level From "D2" (db.)		Sensitivity Level	Defect Length (inches)	Defect Depth Below Surface (inches)	Location From "D3" (inches)
			*	**		*	**				
A	60	2¼	60	52				+2	¼	1 1/8	5-5¼
	60				3	74	64	+14	¾	1½	5-5¾
B	60	1½	64	59				+9	1¼	¾	13¼-14½
C	60	3½	70	58				+8	2	1¾	14½-16½
D	60	2½	72	63				+13	6	1 1/8	17½-23½

*Instrument reading. **After correction for attenuation.

Figure 9

RECEIVED
MAY 1 1969

FO

I-205-7(10) 778
7/65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1969

SUBJECT: Fire Protection
Oregon City-West Linn Bridge
East Portland Freeway

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

Please refer to your letter of March 28, and an attached memorandum to the file dated March 27, by your Field Utilities Liaison Engineer.

I note in the memorandum that some previous information regarding fire protection on various structures is in your hands. I have taken the liberty of going through our files and providing you copies of all pertinent information regarding fire protection for the Astoria Bridge, the Marquam Bridge and the proposed Fremont Bridge. This is for your information only.

At the present time, the State highway system contains a number of medium length span bridges; namely, the Marquam Bridge, Coos Bay Bridge, Yaquina Bay Bridge and the Astoria Bridge. Except for the Marquam Bridge, which has dry standpipes for use with the City of Portland Fire Boat and which items will also be provided on the Fremont arch, no fire protection system is installed on any State highway bridge. It is the State's belief that the incident of destruction by fire is very remote and that the repair cost of any bridge damaged by fire would be collectable from the insurance carrier of the vehicle causing the damage.

In replying to Oregon City, I would suggest the statement that the insurance carrier of the damaging vehicle would be assessed the cost of the replacement or repair of the structure and that the State does not believe on a comparatively short-span bridge of the multiple beam type being constructed at Oregon City-West Linn, that the danger of fire is a critical matter. Also that the

NOTED

installation of any fire protection facilities, such as a high pressure water main with hydrants installed at intervals would far outweigh the cost of a possible repair and would be effective only if fire fighting equipment could get to the site.

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter

RECEIVED
APR 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1969
FOR FI

I 205-
1103

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 25, 1969

The Reverend Karl Schray
North Catholic High School
3169 North Lombard Street
Portland, Oregon 97217

Dear Father Schray:

Thank you for your recent letter on the new bridge over the Willamette River at Oregon City. First let me say that the Attorney General has ruled that barring the use of foreign steel from construction in Oregon is illegal; therefore, the use of foreign steels (whether Japanese or European) will continue based solely on their competitive prices with American material.

An intensive testing program is being carried on by the State Highway Department to the end that all steel meets the specified requirements. The fabrication of the raw material into bridge members is being done domestically and the Highway Department reports that the workmanship is average.

The warping of steels during fabrication is not unusual and the method of straightening by heat treatment is one that is accepted and approved by the steel industry.

I am certain that with this intensive inspection program this bridge will be completely safe and one of which Oregonians can be proud.

Sincerely,

Governor

TM:mj

bcc: Highway

NOT
CORRES

COPY

RECEIVED
APR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SCHRAY TO HWY 4/15

NORTH CATHOLIC HIGH SCHOOL
3160 N. LOMBARD STREET
PORTLAND 17, OREGON 97217

.8718

Edwards
DRAFT PLEASE

April 9, 1969

Governor Tom McCall
Oregon State Capitol
Salem, Oregon

Dear Governor Tom McCall:

I had supper the other day with a man who is working on the new bridge over the Willamette River at Oregon City. He knows and tests metals. He told me of his more than grave misgivings about the Japanese-manufactured steel being used in this construction. I'm motified that it is the last bridge being built in the U.S. with Japanese steel.

What's the problem with this steel? This man says that it has so many impurities in it that every weld on it concentrates these impurities or gases, thus forming weak spots. Also there is so much warping that engineers are trying to straighten it out by heat treatment which causes nipples of metal to form. On these high spots all the other weight rides, reducing the distribution of the weight of the superstructure. It is his opinion that it may take forty years, but someday the bridge is going to collapse. It reminds me of the bridge in West Virginia which recently collapsed.

Seemingly, the state inspector has closed his eyes to this matter. I write as a layman on these matters and as a citizen. I ask you to look into it.

Sincerely yours,

Karl Schray
Reverend Karl Schray

Porter

Ivan
[illegible]

RECEIVED
MAY 9 - 1969

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-1(10)228
7105

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pesso
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 30 1969
CONSTRUCTION DIVISION

West Linn 97068
April 24, 1969

Willamette Western Corp. &
Donald M. Drake Co.
P. O. Box 231
Oregon City, Oregon 97045

Attn: Mr. A. B. Wilkinson
Project Superintendent

Re: 8-inch Conduit
Willamette River (West Linn) Br. Sect.
Contract 7105

Dear Mr. Wilkinson:

Attached are two copies of a sketch showing conduit crossings of the Oswego Highway, "E_2" line and "L" line for future irrigation pipe. This conduit is to be 8-inch storm sewer pipe and will be paid under bid items 8 and 27. All contract specifications are to apply.

Your signature below and on the attached copy will document your acceptance of the over-run in quantities at bid prices.

Very truly yours,

J. K. Wilson
J. K. Wilson
Resident Bridge Engineer

JKW:tc
cc: L. W. Rulien
F. D. Morgan ✓

Agreed: ______________________
Contractor's Representative

APPROVED

By ________ Date MAY 5 1969

Morgan
By Asst. State Hwy. Engr.

Original sent 5-7-69

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, N.E.
Salem, Oregon 97301

I-205-7(10)

DATE: April 16, 1969

In reply refer to: 08-35.DA-4

NOTED
R. L. PORTER

TO : 71:65 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
East Portland Freeway
State Force Order No. 1
Total Estimated Amount of the Order: $500.00
Federal Participation: $450.00

Reference is made to Mr. Cooper's letter of April 9, 1969, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for striping. The estimated total costs of the work to be done under this order is $500.00 with Federal participation of $450.00.

Enclosure

Morgan w/ encl

4-21-69

RECEIVED
APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. D. KLI

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

G-1P
G-9

[illegible] project [illegible] additional funds are requir[illegible]
MAR [illegible] 1969 by
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Willamette River (West Linn) Br. Sect. Date March 17, 1969

Highway East Portland Freeway Contract No. 7105 F. A. Project No. I-205-7(10)298

County Clackamas Prefix 603-1097 Account No. 278-01

Description of Work To Be Done: Paint traffic lines on detours and temporary alignment as required.

Location by Station Numbers: Throughout project

Estimate of Quantities and Costs: Solid 3" Lines
Intermittent 3" lines $500.00

Explanation: This work required to provide for safety of traveling public. Contractor not equipped to perform this work. Funds provided for this work in project authorization. A portion of the required work has been done (3-14-69).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$17,787,228.75	
Present estimate of project cost, including $500.00 for work under this order	$16,491,891.11	
Expected under-run ~~XXXXXX~~ (amount)	$1,295,337.64	
Expected under-run ~~XXXXXXX~~ (per cent)	7%	

Submitted by: /s/ J. X. Wilson
J. X. Wilson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXXX~~
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan
~~XXXXXXXXXXXXXXXXXXX~~
Construction Engineer ~~XXXXXXX~~

RECEIVED
MAR 31 1969

FOR [illegible]

T-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1969

SUBJECT:

Reimbursement to the City of West Linn for Facilities Located on Oswego Highway, Primary Highway No.3

To:

Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

In reviewing the request of the city of West Linn for reimbursement for relocation of their facilities located on Oswego Highway, I find that this was a county road taken over by the State Highway Department after the city had located its facilities in the road. There is no record of a permit having been issued to the city of West Linn for these facilities.

ORS 366.321 provides:

> (1) When location, construction, relocation, reconstruction, maintenance or repair of a state highway requires relocation of any facilities placed or maintained in or on a public right of way by any municipal corporation, or a district or authority established under ORS chapters 264, 450, 451, or 545, the commission shall pay the municipal corporation, district or authority whose facilities are so required to be relocated the reasonable expenses of relocation, less any benefits and salvage of the relocation.
>
> (2) Subsection (1) of this section shall not apply to facilities located in or on the right of way of a state highway under permits issued by the commission upon the condition that the permittee would bear the cost of any relocation.

On the basis of the provisions of the above statute, it is my opinion that we will have to reimburse the city of West Linn for the relocation on any of their facilities located in the right of way of the Oswego Highway where we do not have a permit set up in Subsection 2 of the above statute.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

NOTED
R. L. PORTER

RECEIVED
MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:krk

cc: G. E. Rohde
F. C. McKinney
Don Harwell
T. W. Litchfield

RECEIVED
MAR 21 1969
FOR FILING
I-205-7(10)298
1165

March 19, 1969

7770

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-205-7(10)298
Willamette River (West Linn) Br.
Phase Inspection of
Structural Steel

Dear Sir:

Please refer to your memorandum dated February 24 covering an inspection-in-depth of our consultant, Herman Adalist and Associates, Inc., on steel inspection for the Willamette River Bridge in the Isaacson structural steel plant in Seattle.

The memorandum is very critical of the State for its methods in obtaining consultants for steel inspection, with the criticism stemming from the fact that the consultant's price for the work was $2 a ton. It should be pointed out that this same consultant, Herman Adalist and Associates, Inc., has performed work on Interstate projects previously and was thoroughly conversant with the requirements of the contract for inspection work and the quality of the work inspected by them previously was satisfactory.

The State realizes that the $2 a ton proposed by the consultant is a low figure. However, the consultant at the time had other work in the Isaacson shop and believed the jobs would work together to minimize the inspection time. Several conferences have been held with the consultant to iron out inspection procedures to the end that the State will receive work complying with the plans and specifications.

The consultant has written the State and requested a meeting for the purposes of renegotiating his contract. The State does not believe there is any basis for renegotiating the contract unless the consultant has been required to perform work outside the limits of the contract.

A meeting was held with Mr. Adalist on March 18, who indicated that he would prepare a letter for submission to the State on reasons why the contract should be renegotiated.

State personnel are making an inspection of the fabrication at not over 10-day intervals to insure that fabrication is according to the plans and specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer
ORIGINAL SIGNED
By VICTOR D. WOLFE for

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
Oscar White (enc.)
L. H. Young

IDM:jr ja

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 24, 1969

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

In reply refer to: 08-35.6

Edwards

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Phase Inspection of Structural Steel

The attached inspection report covers structural steel fabrication and the fabrication inspection provided by Herman Adalist and Associates. The individual findings are generally self-explanatory and no further discussion is felt necessary at this time.

This office, however, is in complete agreement with the conclusion of the report. The amount of money set up for inspection will very probably not cover the remaining fabrication work and inspection checks will have to be made by the State.

We believe that the real problem here is the method of selecting inspector consultants. Prices for steel inspection in other areas are all higher than that being paid Adalist. All steel inspection, whether by other consultants, other State Highway Departments or even your own people, cost at least $5 per ton. In view of these figures we can see no reason to be surprised that Adalist will either lose money or curtail his inspection on this contract. We recommend that more emphasis be placed on receiving the quality you desire particularly in view of your knowledge of inspection costs. A price quote, such as that received on this project, certainly should be rejected when there is an overall quality question. In view of the problems that may arise with this fabrication we also recommend that you inspect the work in Seattle at least monthly.

May we have your comments on these recommendations as well as those contained in the report.

Enclosure
Inspection report

RECEIVED
FEB 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

cc: OSHD (Klahoe)
OSHD (Edwards)
Region
Wash DC

FORM PR-33B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

gyh

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 8	REPORT NO. *	COUNTY Clackamas	DIVISION Oregon
DATE OF 1-14-16-69	INSPE See below		PROJECT NO. I-205-7(10)298
IN COMPANY WITH See below			
QUALITY Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 53 % / WORK COMPLETED 22 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structure and Traffic Control Devices

* Phase Inspected: STRUCTURAL STEEL FABRICATION AND ITS INSPECTION BY CONSULTANT FORCES

INTRODUCTION

Construction of this $16,000,000 bridge project requires some 11,500 tons of structural steel. Approximately 6,500 tons of this, which includes the plate girders and bearing assemblies, is being fabricated by Isaacson Iron Works in Seattle, Washington. Inspection of this fabrication is being performed by Herman Adalist and Associates, Seattle, under the terms of a consultant agreement dated April 23, 1968. Payment for the inspection is at $2.00 per ton with a $13,000 maximum payment authorized.

Fabrication work started in the fall of 1968. Fabrication and assembly of girders is currently being carried on in three fabrication bays in the shop while sand blasting, painting, bearing fabrication and miscellaneous work is being done in other areas. The shop is working two shifts per day with radiographic inspection being done at night. At this time most of the work being done in the shop concerns this job.

The completed work in the shop appears generally satisfactory and acceptable, although several weak areas were found, as detailed below.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

SCOPE OF INSPECTION

The inspection team included Messrs. H. S. Steinbrugge, W. R. Grafe and R. W. Pillsbury of the BPR, and J. C. Jenkins and E. J. Rief of the OSHD. The inspection included a review of the consultant's office and field records, inspection procedures, and the fabrication of the structural steel. The completed guidelines and other supporting data are on file in the Division office.

FINDINGS AND RECOMMENDATIONS

1. Finding

The time being spent by the consultant in the plant inspecting fabrication is not sufficient for the quantity of work being turned out. The consultant has a well qualified chief inspector with two helpers who are not experienced enough to work entirely on their own. The Chief Inspector can only spend a small amount of this available time in the shop inspecting work in progress because he must spend time directing and training his helpers and performing a large amount of required paperwork.

Examples of some poor practices of shop fabrication that were found are discussed later in this report.

Recommendation

It is recommended that the consultant provide additional in-shop inspection time. Some improvements were made in the paperwork requirements during the course of this inspection but these requirements should be further reviewed and minimized. It is suggested that the Chief Inspector either be given someone to do the paperwork, or better qualified assistants to help with the inspection.

2. Finding

The welders employed by the fabricator have not been properly qualified under terms of the OSHD requirements. The welders are qualified under current City of Seattle or American Welding Society codes, but these do not entirely satisfy OSHD requirements. In addition Oregon requires fillet weld tests and also requires that the groove test welds pass radiographic examination when such testing is specified for production work.

(more)

Recommendation

It is recommended that the OSHD review their policy regarding fillet weld testing as a part of welder prequalification. Although the State has reasons for these additional requirements they are in conflict with AWS and other codes. We have informally checked with the Navy shipyard at Bremerton and find that they do not require fillet weld tests, although they do require radiographs.

In regards to this project steps will have to be taken to satisfy the contract requirements, such as radiographing production welds.

GENERAL COMMENTS

Shop Fabrication

Inspection of shop fabrication revealed the normally expected deficiencies. Most of these could be greatly reduced by more timely in-shop inspection by the consultant. The shop's own inspection, final girder assembly, and consultant inspection do catch most of the deficiencies, however, before the material is shipped to the job.

Several instances of inadequate or lack of preheating were noted on light A36 sections and corrected at the time.

Stiffeners were being welded to the girders with inadequate or not cleaning of the contact areas. This resulted in welds with many pin holes. The shop management was cautioned about this practice.

The pin holes in the fillet welds were being inadequately repaired - the defective welds were not being removed prior to repair work.

It was noted that the shop's own inspection program was functioning in that immediate repairs of obvious defects were being made as fabrication progressed.

Radiography

Radiographic work was observed and appeared adequate. The consultant's inspector was only recording information; however, he did not verify penetrometer thicknesses, weld location identification, etc.

(more)

The flange butt welds were being identified by ½" die stamp marks deeply set into the steel in two lines back from and parallel to the weld. At our suggestion this practice was stopped in favor of painted identifications.

Evidence was found that during the early stages of fabrication some flange butt splice radiographs were taken after the flange was welded to the web. This was reported to have been caused by rush work and apparently has not occurred since.

Cleaning and Painting

The sand blast cleaning operation in both stations were found to be very good. The procedure was to clean the welds first for semifinal inspection then clean the steel.

The paint area had inadequate light-only six footcandles in the daytime. It was suggested that the progressively darker paint system be changed to alternating light-dark coats to provide more contrast between coats. This was suggested after the shop management appeared cool to providing additional lighting. The alternative suggestion was well received.

Paint thickness was checked at random locations and found to be satisfactory.

Records

Materials certifications were checked and found to be generally acceptable. Control of the identity of the steel by heat numbers was being accomplished by using ½" die stamps. It was suggested that smaller stamps and paint be used instead.

Shipping and final inspection reports were found to be delayed. It was suggested that the shop furnish more timely notice of shipment for final inspection and that the inspector endorse the plant's shipping invoice and use extra copies of it for his records instead of copying the data.

Communications

It was found that there was not always a timely, free flow of information between the consultant's inspector and other interested parties. Some of the problem is within the consultant's organization. The remainder is because this is a complex project with the State, two consultants, a fabricator and a contractor involved. It is suggested that the State formalize a procedure to pass information and designate a liaison officer to help cut through some of the red tape.

(more)

CONCLUSIONS

Although there are weaknesses in the fabrication and inspection procedures, the final product appears generally acceptable. It is also felt that the inspection currently being provided, although perhaps not the most timely, is resulting in this acceptable work. The problem, however, is that the percentage of fabrication work appears significantly smaller than the percentage of the total inspection expenditure allowed for the work. It is estimated that 10 percent of the steel fabrication had been performed by the time of this inspection. An attempt was made to determine the actual inspection cost and it was found that the estimated inspector salaries alone for November and December 1968 amounted to 20 percent of the total allowable inspection fund. This indicates that the inspection agency will probably run out of money before it runs out of steel to inspect. Accordingly, it is possible that the quantity or quality of inspection may fall off as the work progresses. In view of this it is recommended that the State continue to make periodic inspections of the steel fabrication and inspect all steel in the field as it arrives.

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1969

FORM E-30 (12-67)

FOR FILE

I-205-7(10)298
7115

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 17, 1969

To: MEMORANDUM TO THE FILES

SUBJECT: Willamette River (West Linn) Bridge
Phase Inspection of Structural Steel

Letters under date of February 21 and March 5, were received from Herman Adalist & Associates, Inc., our Consulting Engineers, for shop steel inspection on the Willamette River (West Linn) Bridge. These letters requested that a meeting be arranged to discuss the matter.

After receipt of the Bureau of Public Roads' Inspection in Depth report, a letter was directed on March 11 to Adalist suggesting a meeting on March 14 or 17. Mr. Adalist came into the office unannounced this morning and the matter was discussed of renegotiating their engineering contract. I told Mr. Adalist that inasmuch as he had indicated by his letter of acceptance of this contract that he was thoroughly familiar with it and all the provisions included, that I could see no way of renegotiating the contract unless he could show that he had been requested to do work outside of the provisions of the contract.

Mr. Adalist indicated that they would study the contract again and particularly with the schedule submitted to him by the Isaacson Structural Steel Company to make a case for additional compensation for his organization. This letter will presumably be forthcoming in the near future.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1969

FOR FILE

I-205-7(10)

7118

March 12, 1969

The Honorable John J. Inskeep
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Inskeep:

Reference is made to the recent meeting in my office concerning the Abernathy Creek box culvert in Oregon City.

I am pleased to advise you that we have received approval from the Bureau of Public Roads to "extend the structure to carry a minimum 2-lane facility".

As we agreed during our meeting, the State would be responsible for rough grading the roadway to the box culvert with the City assuming the responsibility of finishing the roadway under its development plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable George Eivers, State Senator
The Honorable R. H. Conrad, Mayor, Oregon City
The Honorable G. T. Danielson, City Commissioner
Alfred Simonson, City Manager
John B. Donahue, City Engineer
Frank McElroy, Oregon City 800 Main Street
Robert Wievesiek, Oregon City, 1019 7th Street

bc: Forrest Cooper
R. L. Porter
D. J. Barbee - Enc
L. H. Young - Enc
Ralph Sipprell H. S. Cox - Enc

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 10, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Oregon City Marina, Oregon City Interchange
East Portland Freeway
Clackamas County

Reference is made to Mr. Klaboe's letter of March 3, 1969 requesting extension of the Abernathy Creek box culvert to accommodate a projected 30-foot roadway.

Under the terms of IM 80-3-68, paragraph 3, we can confirm it is appropriate to extend the structure to carry a minimum 2-lane facility. Anything beyond this rough graded roadway would of necessity become the responsibility of the City under their development plan.

If considered appropriate we will comment on the Clackamette Park report when our review is completed.

3-12-69
copies to Young
Barclae
Cox

copy to Fuller
8-3-70

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 11 1969

MEMO TO FILES:
March 4, 1969

City of West Linn
10" Water Main on Portland Avenue
I-205 and ORE 43

A meeting was held in the West Linn City Hall with the following in attendance: City Administrator R. W. Dippner, City Recorder Andy Harilla, Assistant City Engineer Merle Irvine, City Attorney Paul Biggs, and L. W. Rulien, R. H. Rumbolz and the writer representing the State, with major discussion centered on the City-State obligations of relocating and constructing the subject 10" water line.

The City maintains the position that as early as 1915 or 1916 they widened subject area of Portland Avenue as a city street and included such work as grading, base, paving, etc., with the thought and knowledge of such being under city jurisdiction. There is no apparent record indicating whether this street was ever dedicated to the City of West Linn or Clackamas County; however, State acquired this street as a state highway by an act of legislation in 1917 under the assumption that it was a county road.

A thorough search of all records available fail to reveal a definite jurisdictional title to City, and based on these records it is City's obligation to pay sole expense on revision of this water line.

A Supreme Court decision on this very portion of highway, Willett vs West Linn, 142 Oregon 662, 19 Pacific 2nd, 1098 (1933), was handed down pertaining to assessment of abutting properties for construction of sidewalks, and this established said road as a county road, never taken over by City; therefore, City had no jurisdiction to assess abutting property.

Based on the foregoing and by a Supreme Court decision in this City, it appears the City would not be entitled to any reimbursement for the relocation of said 10 inch water line.

Due to the undue burden placed on the City of West Linn by the construction of I-205, Mr. Dippner requests we entertain the thought of State allowing City credit of approximately $2,700 as an offset to compensate for cost of materials or split the total cost on a 50% State-50% City basis.

It would appear the City was under the impression that this matter would be reimbursable, and therefore they did not budget for this particular item which cost approximately $5,600 ($5,593.18).

I leave this in the hands of Administration for decision, trusting this office will be instructed to reply in a manner compatible to the exceptionally fine relationship built up with the City in matters of highway construction over the past few years.

NOTED
F. B. KLABOE

We should give this decision some strong thoughts as we have before us some 2 to 3 miles of construction, over the next few years, on this portion of Portland Avenue (Oswego Highway) extending northerly towards Portland. Further complications could be omitted (reimbursable) if City obtained all of County's rights on this road prior to commencement of any work by State.

Letters, reports, studies, etc., regarding this matter are on file in this office.

D N Harwell

D. N. Harwell
Assistant Engineer
County and City Division

DNH:eb

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
L. H. Young
F. D. Morgan
T. W. Litchfield
L. W. Rulien - please check on ADT into West Linn off I-205 interchange and also flashing system at ORE 43 (Bolton Fire Hall)

RECEIVED
MAR 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 - 1969
FOR FILE

I-205 [illegible]

March 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon City Marina, Oregon City Interchange
East Portland Freeway (I-205) Clackamas County

In negotiation with Crown Zellerbach for the rights-of-way for the Oregon City-West Linn Bridge, it was agreed to extend the proposed Abernathy Creek box structure sufficiently to allow for access to the Crown Zellerbach property southerly of Abernathy Creek. We agreed to rough grade a roadway to connect to this property and to allow them to improve and maintain this roadway in the future.

Crown Zellerbach has since released all right, title, and interest in their property south of Abernathy Creek to the city of Oregon City. They have also granted a permanent road access easement over their property northerly of Abernathy Creek.

The City is in the process of developing plans for the waterfront area from Clackamette Park (at the confluence of the Clackamas and Willamette Rivers) southerly to Publishers Paper Company. Of particular importance is this area donated to the City by Crown Zellerbach since this includes the Sportscraft Landing area. This is to be reconstructed to provide boat launching, parking, moorage, et cetera. Enclosed is a xerox copy of a 24-page report made to the City Council by their architect, S. B. Mockford, A.I.A.

There may be points of disagreement with this report; however, before going further with this development, one point needs confirmation. In our dealings with Crown Zellerbach for the necessary rights-of-way, we agreed to extend the Abernathy Creek box structure and rough grade a 14-foot top access road to this area. We presume that there is no question that this can be expanded to provide a minimum two-lane facility (30 feet) to serve this area under the present circumstances.

copy to Rulien
8-3-70

I would appreciate confirmation on this point at your earliest convenience so that plans may be made. Your comments and suggestions on the remainder of the report would be appreciated after you have had an opportunity to review the material.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

ADO:jp srb

Adrian Olson has original of architect's report.

20 February 1969

City Council & Advisory Committee
City Hall
Oregon City, Oregon 97045

Re: Clackamette Park -
Sportscraft Landing

Gentlemen:

Summarizing my recommendations and amplifying the accompanying drawings, I am pleased to submit to you for your consideration and action the following long range plan for the redevelopment of the Waterfront Area of Oregon City from Clackamette Park, South to Publishers Paper Co.

To facilitate discussion and action I have arbitrarily subdivided the area involved into the following parcels:

I. Clackamette Park (Including the Oregon City Sewage Disposal Plant).

II. The Land owned by Crown Zellerbach Corporation.

III. The Land owned by **Mr. C.W. Penrod.**

IV. The Land owned by the Oregon State Highway Commission or Oregon State Land Board.

V. Sportscraft Landing.

I. CLACKAMETTE PARK:

A. Facts:

(1) Area approximately 27.62 acres. All subject to periodic flooding.
(2) Average elevation + 25 feet.
(3) Owner: City of Oregon City.

B. **Present Condition:**

(1) Approximately 3.2 acres occupied by the Oregon City Sewage Disposal Plant.

(2) An area of approximately 19.8 acres of partially developed parkland containing:

a A boat launching ramp into the mouth of the Clackamas River capable of handling two boats at a time. This ramp usable only if the water stand at about +12 feet, due to very shallow shoals in the river mouth at elevations lower than +12 feet. (In connection with this, Parker-Fuhrman Co., Owners of the property east of Clackamette Park, have a formal request pending with the Oregon State Highway Department and the Corps of Engineers, to permit them to dredge the mouth of the Clackamas to approximately −9 feet, to permit boats and barges to enter their lake regardless of river conditions. If this request is approved and the work completed, the Clackamette Park boat launching ramp will be usable all year regardless of river level.)

b. A gravel road net of non standard quality connecting the Park with McLoughlin Blvd. (99-W) and, via an underpass, with the Oregon City Shopping Center.

c. Various dirt roads, or trails, unimproved, usable in fair weather only.

d. A sandy and gravel beach area along the Willamette for approximately 1100 feet, the width of which varies with river stage, drivable by cars but unsuitable for boat launching or swimming due to the swift current and the main navigation channel being quite close to the beach. Good bank fishing at times from this area. Good sunning and picnic site. The outfall from the Oregon City Sewage Disposal Plant enters the Willamette River toward the middle of this area.

e. An area approximately 1150 feet long, running from the existing boat launching ramp, west along the south side of the mouth of the Clackamas River to its junction with the Willamette River consisting of an expensive and important granite stone loose fill to control the Clackamas River's erosion. This cannot be disturbed. The bank improvements have a wide gravel road and parking area adjacent to the south, in fair condition.

The river bank of the Clackamas is heavily used by bank fishermen, many of whom are senior citizens and appreciate the opportunity to park their cars very close to where they are fishing. There are some portable chemical-type toilets and picnic tables in this area.

f. An area of approximately 9 acres of basically unimproved woodland (mostly Alder Trees) brush, meadows, some of which is very rough in contour; some of which is low and swampy; some of which is presently subject to flooding with overflow from the treated sludge bed of the Oregon City Sewage Disposal Plant. (A very unattractive condition. Improvements are promised and a solution must be found for this situation.)

C Recommended Improvements To Clackamette Park:

(1) Roads:

a. Grades and drainage pattern improved to eliminate standing water after a flood, to enhance quick drying-out and re-use of the property.

b. Circulation pattern gradually changed, as funds permit, to that indicated on drawings and Parking Areas developed.

c. Maximum use, wherever possible, made of stabaliged road base existing.

d. Road and parking area traffic surfaces gradually improved to asphaltic concrete for the following reasons:

(1) Simplify maintenance.

(2) Alleviate dust problems.

(3) Permit power washing-off of annual deposits of river muck after flooding.

e. Curbs and/or fences, log bumper rails, etc., constructed where necessary to control traffic, keep irresponsible persons from driving their vehicles all over the place as is now the case, to the detriment of native growth, appearance and safety.

(2) Landscaping:

a. Existing native trees, Alders primarily, to be critically inspected and thinned; dead or dangerous trees felled; good trees, not in the way of other improvements to remain.

b. Open areas to be devoted to passive recreation after regrading, etc.; to be planted to pasture-type grasses, growth of wild flowers encouraged. Noxious weeds discouraged.

c. Improve the landscaping of the Oregon City Sewage Disposal Plant to hide it from view in so far as possible and plant fragrant smelling trees.

(3) Toilets:

a. New toilet structures to be built of substantial strength, capable of withstanding repeated floodings with minor damage and of being cleaned-up and back in service quickly.

b. These toilets to be as "idiot-proof" as possible, with respect to vandalism and the City to undertake their sanitary maintenance and frequent policing.

c. With respect to sewage disposal from toilets, it is hoped that the new sewage lift station planned by Parker-Fuhrman Company in connection with their contemplated improvements to their large site presently occupied in part by the Oregon City Shopping Center, can be located east of and close to the existing underpass, and that the park sewers can be extended to this point for lift to the higher elevation of the sewage disposal plant.

(4) Domestic Water Supply: Existing City water mains to be extended into park area and extended to frost-proof hydrants, drinking fountains, toilets.etc.

(5) Electrical System:

a. In cooperation with Portland General Electric Co., preferably an underground electrical distribution system with transformers, switch gear located probably adjacent to the sewage disposal plant and above flood level.

b. Sentry-type area lighting to be installed where necessary for safety such as at boat ramp,and adequate supervision

c. Provision made to light toilets, and to handle load of some electric picnic ranges in picnic areas.

d. Provide some public telephone booths.

(6) Boating Facilities: (Some aid in this can be expected from county-state federal funds)

a. Further improve existing boat launching ramp to handle at least three boats simultaneously, with adequate parking for cars and boat trailers near by.

b. Press for approval of Parker-Fuhrman's pending plan for deepening the channel of the Clackamas past the 99-E bridge and into their private lake.

c. Encourage the development of boat mooring facilities, marina, parking, etc., on the Parker-Fuhrman private lake.

(7) Fishing Facilities: (Some aid in this can be expected from County, State, Federal funds)

a. Improve the bank area along the Clackamas for bank fishing by:

   (1) Building a good path along the top edge.

   (2) Providing, amid the rocks, leveled-out concrete fishing platforms where possible.

b. Providing some fishing platforms for crippled persons in wheel chairs, easily entered from the frontage path and road.

c. Mark, or buoy, the channel in the Clackamas in such a manner as to keep boats well out from the shore so they will not interfere with fish lines, etc.

d. Remove old, washed-out boat ramp from beach on Willamette, block off entrance of cars to this beach reserving it as a bank fishing, picnic area with no swimming permitted.

(8) Paths and Trails:

a. Develop a good path east, under the 99-E highway bridge, past the City of Gladstone Water Plant Site, along the South shore of the Clackamas as far as the canal already existing into the Parker-Fuhrman lake. Hopefully, with the cooperation of the Owners, a park area could develop at this canal and, in turn, tie into the circulation pattern of their contemplated development.

b. Develop a good path all along the Willamette south to tie into Sportcraft Landing and beyond; where good potential bank fishing spots adjoin this path, build side paths and develop them.

c. Develop an internal path and/or sidewalk network within the park itself that will effectively separate pedestrian and motor traffic and will provide tie-in and access to the Oregon City Shopping Center, parking areas, picnic sites, athletic facilities, etc.

(9) Athletic Facilities:

a. Develop one good softball size baseball diamond, with backstop, etc. No flood lighting contemplated. (For informal play, rather than scheduled little league type play).

b. Develop at least two paved tennis courts, these should have flood lights, wire enclosures.

(10) Picnic Facilities:

a. Develop improved type family sized picnic sites, with picnic tables, benches, cooking shelters with, possibly electric coin-operated picnic ranges, (removable in case of flood), running water, convenient to toilets, parking. Provide for trash removal.

b. Do not permit overnight camping.

c. Do not provide hook-ups for campers, trailers, etc., to sewer, electricity, water.

d. Do not plan on handling large, organized picnics. Cater to the family group.

e. Develop limited playground facilities, swings, etc. for children.

(11) Control:

a. So arrange road net, paths, etc., as to permit the installation, if it proves necessary, of fences and lockable gates to keep the public out of the park after hours.

b. Schedule frequent police check up of area.

c. Permit no swimming as an organized thing, from the park and provide no lifeguards. Some water skiing, from the mouth of the Clackamas, could be tolerated.

d. If at all possible, administer the park on an open basis with a minimum of really necessary rules and regulations and a maximum of enjoyment by the public.

LAND OWNED BY CROWN ZELLERBACH CORP.:

A. This land will be split into three parcels, totaling about 7.19 acres.

(1) No. 1 (Vacant Land) Immediately south of Clackamette Park, starting behind the sewage disposal plant, of some 3-1/2 acres, with 800 ft. of shore line on the Willamette.

(2) No. 2 (Vacant Land -- Useless unless filled. If filled, would be prime commercial property) Just across future road south of sewage disposal plant and across future road from Tract No. 1, comprising about 1.26 acres, with 400 ft. of frontage on McLoughlin Blvd.

(3) No. 3 : Immediately north of the new I-205 Oregon City-West Linn Bridge comprising approximately 2.33 acres, with about 400 ft. of shore line on the Willamette. This is the site of the Oregon City log boom. Through this tract, an easement has been given for the road to Sportcraft Landing, which will be put through toward the east edge of the lot.

The balance of the Crown Zellerbach Corp. holdings in the area have been either sold to the State Highway Commission for the right of way, or very generously given to the City of Oregon City for park purposes.

B. Discussing The Crown Zellerbach Corp. Holdings:

(1) The City of Oregon City is presently negotiating with Crown Zellerbach Corp. concerning the future of this land.

(2) Tract No. 1: Is generally low and subject to flooding. Its primary value to Crown Zellerbach lies in the Riparian Rights to moor log rafts adjacent to the tract in connection with the Oregon City boom. From these log rafts, no fishing should be permitted.

If Crown Zellerbach could donate this tract to the City of Oregon City (which would have some valuable tax advantages), retaining the Riparian Rights, the tract would be a valuable extension of Clackamette Park, which it adjoins. If Crown Zellerbach did not wish to donate the land, if they would grant an easement, either revolkable or non-revolkable, for park usages, particularly permitting the riverside trail to be extended through the tract, construction of bank fishing, picnic sites, parking areas, etc., it would be a great aid in planned development. If title, or control, of this tract cannot be acquired by the City, its use should be controlled by zoning to such as would be compatable with the area and park.

(3) Tract No. 2: This tract, if filled, has commercial value, due to its location on McLoughlin Blvd. If access from McLoughlin Blvd. is not allowed, entrance to it could be made from the new frontage road. The same thoughts with respect to donation to the City of Oregon City, or park usage easements mentioned with respect to Tract No. 1 apply. The tract would be practically useless, even for park purposes unless filled; but if filled it would be the best and highest elevated land available and the best location for a future park headquarters building containing toilets, administrative space for the City (and possibly, the County) Park Departments, possibly social and meeting space, possibly a restaurant with space to cater lunches or dinners for Service Clubs, etc. Other potential public uses for this site that come to mind are: A future fire department station, a possible site for the City Hall, a possible site for the Chamber of Commerce. Many of the above uses could

be combined in one or more buildings if desired. Because of all these possibilities, and there are more, and the potential value of this tract, a generous attitude with respect to donation from Crown Zellerbach would be most welcome. Its only disadvantages are -- its proximity (across the new street) to the sewage disposal plant, but the prevailing wind pattern would rarely cause the odor to be a nuisance; and the traffic noise, etc., from McLoughlin Blvd. which would only be a nuisance to park usages such as picnics , play, etc., not to the semi-commercial public usages that are outlined. In event title to this area cannot be acquired by the City, the use of this land should be controlled by zoning to a use compatable with the area and park.

(4) Tract No. 3: Because of the economic importance of the Oregon City Boom to Crown Zellerbach Corp. and to the economy of the county, as a place to conveniently get logs from our timber harvest into the Willamette River and tide-water, this must remain. However, it is hoped that the easement Crown Zellerbach has granted through this tract can be of a width to accommodate a full two-way road and pedestrian path or sidewalk toward the east edge of the tract.

While this industrial area cutting off (other than the access road) the Sportcraft Landing Area from Clackamette Park, is admittedly a disturbing factor, it is one we must live with and accept because of the over-riding economic considerations.

I feel the best approach is to try and make an asset (park-wise) out of what many would consider a liability. If Crown Zellerbach was disposed to assist in this approach they could:

a. Realize that potentially this area has great public relations potential as it holds interest particularly for tourists, who have probably never seen log trucks unloaded and log rafts assembled.

b. Provide parking and view-spots, out of the road of log trucks, where observation could be obtained by tourists, etc., of the truck unloading, crane, boom work, log raft assembly, with neat, informative signs explaining what is going on, etc.

c. Pave the area to control dust.

d. Deliberatly design their permanent buildings to tie in with the park theme.

e. Landscape such portions of their tract not utilized for drives, parking, etc.; planting trees, etc.

f. Improve the present hodge-podge of a broken down sea wall to a more impressive appearance, particularly when viewed from the Sportcraft Landing area.

g. Require their lessees, or employees to keep the area policed-up to a degree commensurate with company image.

h. Illuminate the area to dramitize the activities, as well as for safe operation.

i. Emphasize the public spirited tie-in of private enterprise with the City, County, State, in connection with the Willamette Greenway concept.

j. Consider, when the schedule of log trucks permits, as a public service to the community, for a commensurate fee, with suitable insurance, the launching or lifting-out, of boats of a size not easily handled by small boat trailers, with the log boom crane from or to large trucks or trailers for highway transportation. This service would be very valuable to the development of the renovated Sportcraft Landing and the variouscommercial moorages on the river.

For reasons of safety, the City and Crown Zellerbach should, I think, prohibit fishing from the bank or from the floating logs, log rafts, or walkways, in this area and cooperate to enforce this ban.

III LAND OWNED BY C. W. PENROD:

A. This comprises two tracts totaling approximately 1.36 acres.

(1) Tract No. 4: (For identification) About .75 acres, along McLoughlin Blvd. and the new frontage road, between Crown Zellerbach tracts No. 2 and No. 3, for approximately 265 ft., averaging about 120 ft. in width. This is commercial property ; the front east portion of which is filled close to highway grade and was formerly occupied by "Rancho Flowers". Access will be possible by the new frontage road only.

(2) Tract No. 5: (For indentification) About .62 acres, along the new frontage road and the Willamette River for approximately 265 ft. averaging 100 ft. in width. This is low land, subject to flood, not improved. However, the Riparian Rights for log raft moorage are of value and have been, I suspect, tied-up by Crown Zellerbach Corp. in connection with the Oregon City Log Boom. Access is possible by the new frontage road, and potentially, the area could be filled, although to do so for its entirety would necessitate an expensive sea wall, such as Crown Zellerbach has, or will, construct adjacent to the South.

B. Discussion of Land Owned by C.W. Penrod

(1) Tract No. 4: Dependant on what the attitude of Crown Zellerbach is with respect to their tract No. 2, this Penrod tract is important in varying degree. If City title can be gained to Crown Zellerbach Tract No. 2, Penrod Tract No. 4 should be acquired by the City just for expansion of Crown Zellerbach tract No. 2, considering all the potential usages possible, either

by donation, purchase, or if necessary, condemnation. If title to Crown Zellerbach tract No. 2 cannot be obtained, this Penrod tract declines in importance. Its use, however, should be controlled by zoning to a use compatable with the area and park.

(2) Tract No. 5: The remarks made concerning Crown Zellerbach Tract No. 1 apply equally to Penrod Tract No. 5, with respect to park acquisition by donation, or at least easement, for the extension of the Riverside Trail, additional bank fishing and picnic spots, etc. Because of the log mooring situation and the position of the tract between Crown Zellerbach Tracts No. 1 and No. 3, I regard it as unlikely the City could gain control of the Riparian Rights, or would want to interfere with the log raft mooring in this area. I would go so far as to state that regardless of the Riparian Rights, the City of Oregon City should acquire this tract, if not by donation, non-revolkable park usage easement, then by purchase and if necessary, condemnation. If this is not done, at least its use should be controlled by zoning to a use compatable with the area and park.

IV LAND OWNED BY THE OREGON STATE HIGHWAY COMMISSION, OR OREGON STATE LAND BOARD:

A. Highway Commission Land:

(1) Portions of right of way not used for traffic adjacent to Clackamette Park, Sportscraft Landing, property belonging to **Mr. C.W. Penrod .** such as banks of highway fill and land below and beyond such fill.

(2) Land under new I-205 Oregon City-West Linn Bridge.

(3) Land about outfall of new box culvert to be built to contain Abernethy Creek.

(4) Land along the Willamette River Bank south of Sportscraft Landing, to Publishers Paper Co. property, including that:

a. Bank, between highway guard rail and river.

b. Portions under elevated viaduct structures.

c. Portions along base of concrete seawall including portion under existing old Oregon City-West Linn Bridge.

d. View site on curve adjacent to Publishers Paper Co.

B. Oregon State Land Board Land:

(1) This comprises portions of riverbank between high and low water levels.

C. Recommendations with Respect to State Highway Commission Land:

(1) That all areas of Highway right-of-way not necessary for traffic and adjacent to park areas be designated a "Road Side Improvement" area and tastefully landscaped and maintained with appropriate plantings by the Highway Commission.

(2) So arrange the alignment of the proposed woven-wire fence, to be built along the highway right-a-way as to throw into the park areas any useful land for parking purposes, particularly in the Sportcraft Landing area. Consider running this fence along the top of the fill rather than the bottom.

(3) Permit the use, by the City of Oregon City, for park purposes, particularly parking, of land lying under the east end of the I-205 Oregon City-West Linn bridge.

(4) Revise the design of the base of Bridge Pier No. 3 with respect to "rock backfill to + 6.0' " as this area of jagged stone, extending out from this bridge pier at the mouth of Abernathy Creek, often covered with shallow water for approximately 1,350 sq.ft. will be a great menace to navigation to small craft using Sportcraft Landing as re-planned. In my opinion, the rock backfill, if it must be there, should not come above elevation 0.0', 6'-0" below where planned. As an alternative I would prefer to see this pier foundation protective construction raised to about elevation + 22'-0", 16'-0" above where drawn, at which elevation it would flood only when the lower portion of Sportcraft Landing flooded; and have its corners marked by piles and its face encased in concrete. The first suggestion, lowering the elevation of the rock backfill to 0'-0", would be much more desirable from a safety point of view.

(5) Extend the mouth of the huge concrete box culvert planned for Abernathy Creek further west than presently drawn, to permit a two-lane road to cross to Sportcraft Landing. A 14-ft. wide one-way bottleneck in this area is totally unsatisfactory.

(6) Assist as possible in the redevelopment of Sportcraft Landing area, particularly in doing dredging and disposing of fill in connection with the new bridge and highway construction to enhance the scheme proposed.

(7) Assist, as "Road Side Improvement" or at least permit, in the construction of a pedestrian path, from Sportcraft Landing, south along the 99-E right-of-way, past or under elevated viaduct structures to the vicinity of stairs down to the river behind the Clackamas County Court House; and from this point a fisherman's path along the toe of the existing concrete seawall, under the existing, old Oregon City-West Linn Bridge, coming out at the view point curve adjacent to Publishers Paper Co. land.

It is recognized that this unique path of some 900 ft. along the base of the seawall, will present engineering problems and necessitate a steel, or steel and wood, construction as a safe path paralleling or above the existing exposed sewer and water main. However, it will make accessible bank fishing spots for Sturgeon fishing among the rocks that will be unique and will be a tourist attraction of great interest.

(8) Assist or permit the construction of a small, simple building, in the view spot adjacent to Publishers Paper Co. with public toilets primarily for fishermen and tourists. A covered view area where the paper mills and Willamette Falls may be observed, and some parking space as the area permits.

D. Recommendations about Oregon State Land Board land:

(1) That the development of all land between high and low water be permitted in a manner that will tie-in with and enhance the basic park concept.

(2) That the proposed floating improvements at Sportcraft Landing be allowed.

SPORTCRAFT LANDING:

A. This City owned area, of about 2.36 Acres is potentially the most important part of the entire park complex.

B. The Development Plan prepared indicates a potential of:

(1) Mooring upward of 120 boats.

(2) Parking 28 cars with boat trailers.

(3) Parking 89 cars.

(4) A boat launching ramp capable of handling up to 5 boats and trailers at a time.

(5) A crane to launch small boats direct from their trailers.

(6) Moorage for a floating restaurant and a houseboat.

(7) New public toilets.

(8) Four adjustable sloping ramps connecting shore and floats.

(9) A new seawall.

C The development is planned in stages dependent on available funds but has been assured No. one priority in the total plan. It will entail:

(1) Dredging about 13,000 cubic yards of material.

(2) Filling about 20,400 cubic yards of material.

(3) Constructing a substantial sea wall connecting ramps, boat launching ramp, toilets, roads, parking areas.

(4) Driving considerable new piling (although every effort has been made to reuse existing piling, if sound, the "Meander Line" with respect to the river channel has not been changed.)

(5) Construction of new floats, (whether by the City or the Lessee is still to be determined).

(6) Installing crane to launch boats from trailers. (In event Crown Zellerbach Corp. decides not to permit use of their log boom crane to lift and launch larger boats, the proposed crane at Sportcraft Landing could be designed larger and stronger and handle this job.)

(7) Tying into the pedestrian walk all along the river front.

(8) Improvements in utility services, sewer, electrical (including adequate lighting) telephone, domestic water.

(9) Landscaping.

VI GENERAL SUMMARY:

A. The total development outlined above, of about 1500 ft. of scenic river frontage on the Clackamas River ,7500 ft. on the Willamette River. A total of 1.7 miles, presents an unprecedented opportunity to do something truly outstanding, and is in fulfillment of an important part of the Willamette Greenway concept.

B. The total cost is conjectural and because it is anticipated the fulfillment of the project will take years, any estimates would mean little and are beyond the scope of this report. However, the City of Oregon City is not alone in this. Financial help in one form or another can be anticipated from:

(1) Clackamas County.

(2) The State of Oregon through:

- a. Fish and Game Commission.
- b. State Marine Board.
- c. State Highway Commission, including State Park Department.
- d. State Land Board.
- e. Willamette Greenway Commission.
- f. State Sanitary Authority.

(3) The Federal Government through:

- a. Corps of Engineers
- b. Bureau of Public Roads.
- c. Bureau of Outdoor Recreation.
- d. Housing and Urban Development Department.

(4) Private Enterprise:

a. Crown Zellerbach Corporation (who have already most generously donated their Sportcraft Landing Property to the City of Oregon City)

b. Oregon Tri-City Chamber of Commerce.

c. Isaac Walton League and simular outdoor orinnted organizations.

d. Service and Community Clubs.

e. The Enterprise-Courier and other newspapers, radio and television stations.

f. Private businesses and individuals who see the great potential of this plan.

Respectfully Submitted,

Stuart B. Mockford

Stuart B. Mockford, AIA
723 Washington Street
Oregon City, Oregon 97045

C

REC'D
JAN 28 1969
FC..

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1969

I-205-7(10) 298
7105 To:

SUBJECT: Willamette River (West Linn) Br.
Contract 7105

Memo to File

Ed Rief and I arrived at Isaacson Structural Steel at Seattle on December 9, 1968, at about 5 PM for the purpose of checking on the inspection procedures being used by Herman Adalist and Associates on fabrication of structural steel for Willamette River Bridge (West Linn), contract 7105.

We found Adalist inspector John McDaniel in the inspectors' shack, told him we wanted to see what was going on and followed him out to the cross frame storage area where he was inspecting the paint. It was difficult to inspect the frames because they were stacked flat in a number of piles, up to 10 frames per pile. Because of the manner in which they were stacked, there was considerable mechanical damage to paint on the edges of angles, bolt heads and threads.

Leaving this area we checked a girder which was being painted. The prime, stripe and first base coat had been applied but we found no paint on the ends of square cut horizontal stiffeners which ended about ½ inch from vertical stiffeners. (Some girders had horizontal stiffeners with ends clipped at 45° and these, of course, offered no problems in getting adequate paint on the ends.) One girder in particular had considerable weld spatter which had not been cleaned off before painting. There was also sand under the paint. We were later informed that this girder had been inspected by an Adalist man who had since been fired.

Returning to the plant after eating we found Otto Rosenau there along with John McDaniel. Otto said he had dropped by to check on work to be radiographed later that night.

A wet thickness gage was used on a girder which had received its first base coat about ½ hour earlier. The measurements ran from less than ½ mil under the horizontal stiffener, now about 2 ft. off the floor, to 2½ mils on exposed flat surfaces. Checking dry thickness on girders with the first finish coat, the paint film under horizontal

NOTED
TOM EDWARDS

stiffeners was found to average about 4½ mils (since girders are painted up side down, this will be the top surface of the stiffener when erected) with up to 12 mils on exposed flat surfaces (web faces).

It was noted that some of the vertical stiffeners on finished girders did not fit tightly against the flange on the stiffener ends which were not welded. In a few cases the gap was sufficient to stick a knife blade completely through. In most cases the gap was confined to one edge, the square ended stiffeners being vertical but the flange being on a grade. When asked if the specified red lead sealing paste were being used, the paint foreman replied that it was not necessary. Otto Rosenau explained that the stiffeners which would accept a knife blade now had originally fit snugly against the flange, but moving the girders about by their thin flanges had pulled the flanges away from the ends of the stiffeners.

Apparently there will be considerable sealing with red lead paste which will have to be done after erection.

Several girder numbers and heat numbers from flange and web were recorded and later were checked with Otto to determine if he had mill reports for these heats. The reports were on hand.

In reviewing with Otto his procedure for documenting the steel, it was learned that any transferring of original heat numbers to pieces was done by Isaacson personnel. Adalist personnel did not check heat numbers until girder flange and web members were ready for radiographing. No attempt was made to keep track of steel used for components other than web and flange. However, each component was assigned a part number by Isaacson. Knowing this part number, it was claimed that it would be possible to refer to the order sheet in the office and find out what heat or heats had been purchased from which to cut the component. The system would work reasonably well, provided the material received was used as intended. This was the weak link, there being no inspection to determine that the material was used as intended.

Splice plates were not marked as to heat number. We are recently informed that this is now being done.

We questioned the use of large steel die stamps for marking flange welds, as well as web welds, etc. The idea of marking the welds with heat number and radiograph number, such that the mark may appear on the radiograph, is desireable from the standpoint of identification, but is considered poor policy when used on a tension flange where even grind marks are required to be in the direction of stress. We understand that this use of marking has now been discontinued.

It was noted that some flange to web welds made by the Leonard machine contained pinholes at regular frequent intervals: about 3" centers. This is a problem that occurs from time to time with the reason as yet unknown. The pinholes were closed by spotting with stick electrode.

Bearing shoes were being welded with E7028 electrode. Two shoes were tacked together, base to base, and positioned such that fillet welds were made in the flat and horizontal positions. Checking with a temperature crayon showed that preheat of 200F was being used.

Forged pin stock 10" in diameter marked with a chalk heat number and 6" cold rolled pin stock marked with a part number were inspected. Mr. Bill Wolf in the Isaacson office stated that physical and chemical reports were available on the forged stock and chemical reports were available on the cold rolled stock.

ASTM A325 bolts used in assembling the cross frames were inspected, heat numbers noted (these had not been previously recorded by Adalist inspectors) and a bolt, nut and washer were sampled. Test results were not available.

The leadmen in the frame assembly section stated that 7/8" x 2" bolts were torqued up by turning to a snug fit plus ½ turn. This operation was not witnessed by our inspectors.

Apparently torque will have to be checked in the field.

During the radiographing of flange butt welds on the graveyard shift Otto Rosenau and John McDaniel were on hand. Normally one man is said to be there. They watched the radiographers from Automation Industries set up the radiographs and recorded the numbers furnished by the radiographers. The inspectors did not actually check the lead numbers to make sure that they agreed with what the radiographers told them. There were no marks from which to measure the center of the welds so the radiographers determined the location of the weld by feel.

We understand that the center of the weld is now referenced by center punch marks on the edge of the flange a set distance from the weld.

The day shift starts at 6:48 AM. We arrived at the plant shortly afterward to see whether properly dried electrode was being used. A welder was attaching beveled sole plates to girder 61A with 3/16" E7028 electrode which felt completely cold to the touch. Otto Rosenau was advised and he questioned the welder, who told him the rod had come from the oven.

No preheat was being used before welding stiffeners to webs, though the temperature was 45F as measured by a thermometer lying on the web.

In the paint bay the minimum temperature on a girder being painted was found to be 42F. The maximum temperature on the girder was about 48F.

Using the wet film thickness gage on a girder immediately after painting, the wet film was found to be 5 mils in an open area on the web.

It was noted that the paint schedule in the special provisions called for the following order: 1. #16 prime; 2. #17 stripe; 3. #16 1st base; 4. #18 2nd base; 5. #317 1st finish. As can be seen, this results in the 1st base coat following the prime coat with no change in color except on the edges (see OSHD Specs. Art. 414-3.4(a). It would have been better if the coats had been set up with 1. #16 prime; 2. #18 stripe; 3. #17 1st base; 4. #18 2nd base; 5. #317 1st finish. This lack of color change was pointed out and we are informed that the 1st base coat is now being tinted.

The stripe coat was being applied only to the flat of the edges. The attention of the shop superintendent was directed to the Steel Structures Painting Council Specification SSPC-PA 1-53T, Section 3.5.1.6, which requires a wrap around the corners of at least 1 inch. Mr. Larson agreed to use ½" wrap around in the future.

In discussing inspection problems with Otto Rosenau he said that he had only the blue-bound proposal specifications. He had not seen the brown-bound contract specifications which had been given to Herman Adalist by Mr. Merchant, presumably for the use of the shop inspectors.

Otto had some questions regarding differences in stiffener weld details on design and shop drawings. These questions were answered by Mr. T. C. Roake on December 17.

The relative hardness values of webs and test plates cooled with air-water spray, air alone and cooled naturally were discussed with Otto. However, we offered no comments as the decision as to suitability was to be made by the Bridge Division.

It was noted that a fillet weld on the end stiffener of girder 61A appeared to be peened for its entire length, perhaps to conceal an undercut problem. This was pointed out to Mr. Larson and he said, while he didn't know what had been done to the toe of the weld, or why, he was sure his welders wouldn't try to hide undercut in this manner.

Late in the afternoon of the 10th a conference was held with Messrs Larson, Johanson and Young for Isaacson, Rosenau for Adalist, Rief and Jenkins for OSHD. One of the main points discussed was the lack of welder and welding operator qualification to OSHD specifications. Welders had been certified to Seattle requirements consisting of a horizontal groove in 1" plate and a vertical groove in 3/8" plate. This does not meet Oregon requirements for fillet welds or for radiographing of test plates where welds of radiographic quality are to be made. It was agreed that, if acceptable to the Bridge Division, radiographs of production flange welds would be accepted in lieu of radiographs of test plates in those cases where previously made physical tests were acceptable. If it was necessary to prepare a physical test plate, this plate would be radiographed to complete this part of the qualification. Submerged arc welding operators must also be qualified for groove and fillet welds, as required, including, where necessary, radiographs.

The marking of splice plates with heat numbers was discussed. This would be in keeping with present policy of marking flanges and webs.

It was pointed out that preheating was required even on thin material when the temperature is lower than 50F, as it was on the morning of the 10th. Also, more attention to drying of low hydrogen electrode is required.

The large number of weld spatter pimples was pointed out. These are to be removed before painting.

There was also considerable discussion of the use of the word "inert" as used by Oregon to describe processes such as CO_2 gas shielded metal arc. Regardless of whether CO_2 is "inert" or not, it is a process which is not prequalified and permission of the Bridge Division must therefore be obtained for its use. Such permission was not obtained prior to welding bearing shoes.

The afternoon of the 11th, on returning through Seattle from Everett, the following items were discussed with Messrs Larson and Rosenau:

1. OSHD Standards page 327, subarticle (403) requires that web and flange splices are to be completed, radiographed and accepted before being incorporated into a girder. This was not being done, as evidenced by several repair radiographs which had to be made after girder assembly. [Note: Flange splices were accepted before assembly but web splices were not - but the latter not required.]

2. Mention had been made of previous use of CO_2 shielded welding on the Bonneville-Hood River job. Information was requested on the specific use of the procedure. It was used to attach gussets to stiffeners, an acceptable secondary stress function, if properly approved.

3. Mention had also been made of a letter by Ed Rief authorizing the use of CO_2 shielded welding some time ago. Mr. Larson was requested to furnish a copy of this letter. It turned out to be a laboratory report, No. 508723, and in no way applicable to this project.

4. It was asked of Messrs Larson and Rosenau how it was possible to get girder parts drilled in error on the Bonneville-Hood River job if the Adalist inspector witnessed the taking of camber on the main span and cantilever extension. It was explained to us that the hole template had been positioned off the work line, rather than the camber line. It appears to us to be a case of poor control.

5. Otto Rosenau was asked whether, if needed, red lead seal paste was being used on cross frame spacers and gusset plates. Mr. Rosenau said it was not needed.

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5. Otto Rosenau was asked whether, if needed, red lead seal paste was being used on cross frame spacers and gusset plates. Mr. Rosenau said it was not needed.

6. Mr. Larson was asked what his position was while employed by Bethlehem Steel and whether he worked on the John Day Bridge. He was shop superintendent for Bethlehem, worked on the John Day Bridge in that capacity and left in December 1962.

7. Mr. Rosenau was asked for evidence of stress relieving on bearing shoes as required on drawing 24056 and article 410-3.33. He said copies had been furnished the State. These were subsequently located, but found that they were vague as to just what was heat treated.

Mr. Rief and I returned to Portland at about 9 PM on the 11th.

John C Jenkins

JOHN C. JENKINS
Asst. Engineer of Materials
and Research

JCJ:zf

cc: I.D. Merchant
L.W. Rulien
J.X. Wilson
E.J. Rief

RECEIVED
JAN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(10)298
7105
Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1969

In reply refer to: 08-35-EC

G L Green

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
West Linn Bridge
Steel Inspection: Herman Adalist & Associates

In confirmation of our verbal approval of March 26, 1968, we find the steel inspection agreement submitted with Mr. Merchant's April 26, 1968 letter satisfactory.

This submission was mislayed in our office and just came to light.

Enclosures
PR-28 (3)
Agreement (2)

Copy - Merchant [illegible]
1-16-69

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TOM EDWARDS

RECEIVED
JAN 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 24 1968
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7105

December 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Engineering Construction Costs
City of West Linn
West Linn-Tualatin River Section
Project Nos. I-205-7 (1) 290 and
I-205-7 (11) 294
Contract Nos. 7105 and 7150

Dear Sir:

Following is an estimate of cost for resident inspection services performed by CH_2M forces and engineering and inspection costs performed by the City of West Linn Personnel in conjunction with the relocation of water and sewer mains owned by the City which are in conflict with this project.

Project No. I-205-7 (1) 290 (Preliminary Engr.)	
(CH_2M-previously authorized)*	$21,225
Design Engineering (CH_2M)	
Phase I *	3,000
Phase II *	16,700
City of West Linn P.E. **	500
Total P.E.	$41,425
Project No. I-205-7 (11) 294 (Construction Engineering)	
Construction Supervision (CH_2M) *	4,800
Resident Inspection (CH_2M) ***	3,350
Inspection by City Personnel (W. Linn) ***	3,250
Engineering (City) ***	3,000
	$14,400

* Previously Approved
** Approval Requested as of 4-24-67
*** Approval Requested as of 6-28-68

P.E. for the City of West Linn included work performed by their City Engineer coordinating the activities of the State and CH_2M. The City commenced work on April 24, 1967. The City first incurred engineering construction costs on June 20, 1968, the PS&E approval date for the City's contract. These costs include resident inspection and other work performed by the City Engineer's Office such as review and approval of the relocation work. Also review and approval of bill and any change orders submitted by CH_2M.

A search of our records indicates that this work has never been included in previous correspondence although it was understood by your office and ours that it was a necessary part of the project. Consequently no formal approval has been requested by this office. Your formal approval for preliminary and construction engineering as detailed above is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher

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DEC 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

7105

November 25, 1968

Willamette Western Corporation &
Donald M. Drake Company
P. O. Box 231
Oregon City, Oregon 97045

Subject: Willamette River (West Linn) Bridge
Contract No. 7105
Revisions to structural steel and
reference to time extensions.

Gentlemen:

Receipt is acknowledged of your letter of October 21, 1968, with reference to cost increases due to a change in structural steel details and to a future time extension.

The State's position on additional costs due to a change in floor beam connection details on the box girder spans, has not changed from my letter of October 17, 1968.

The State recognizes that the plant of your structural steel subcontractor was closed by a strike in the Summer of 1968. Delays caused by strikes are a valid reason for an extension of time, insofar as they affect the completion of the contract. The State also recognizes that changes in the structural steel details could be a reason for an extension of time, if they actually delay the over-all completion of the contract. These are separate items and extensions of time cannot be recommended for these two items, which would overlap in time.

Inasmuch as the amount of any time extension necessary cannot be ascertained at this time, this matter must be held in abeyance until the practical end of the contract. At such time as you have proper documentation for any alleged additional costs, they will be considered by the State.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
L. W. Rulien
J. X. Wilson

NOTED
TOM EDWARDS

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED

FOR FILING

[illegible]) 27X
7105

November 22, 1968

Willamette Western Corporation &
Donald M. Drake Company
P. O. Box 231
Oregon City, Oregon 97045

Subject: Contract No. 7105
Structural Steel Fabrication

Gentlemen:

A series of letters have been received from our Resident Engineer regarding fabrication of the structural steel for the Willamette River (West Linn) Bridge, Contract No. 7105.

The first letter is from Isaacson Structural Steel Company, dated October 30, and refers basically to job assembly of the single web girders.

Paragraph 410-3.12 on Page 36 of the Special Provisions requires shop assembly to be by the "Progressive Truss or Girder Assembly" method. It is our belief that in order to be reasonably sure of a proper fit and positioning of the steel upon erection, that this method should be followed in the shop. We are requesting your steel fabricator to proceed with the fabrication as required by the Specifications.

The second subject in the series of letters covers the welding of girder bearing assemblies. Letters from Isaacson Structural Steel Company, dated November 11, and letters from Willamette River Constructors, dated November 13 and 14, outline the problem, in which the fabricator has welded bearing devices contrary to the Specifications, using an inert gas shielded welding process.

In order to provide a basis for possible acceptance of the 101 bearing assemblies, it will be necessary for Isaacson Structural Steel Company to provide procedure and operator qualification tests, as required by the Specifications. Test specimens corresponding to Figure B-1 on Page 341 and Figure B-4 on Page 342 of the Standard Specifications, should be prepared under the exact conditions of material,

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TOM EDWARDS

equipment and personnel, as was used in the production welding of the 101 bearing devices. This work should be done under the immediate direction of our inspection agency. In addition, the State will require 3 complete assemblies out of the 101 assemblies now completed, to be picked at random by our inspection agency and furnished the State for full destructive testing.

It must be understood that all work, including the 3 assemblies to be furnished the State, are to be furnished without cost to the State and the 3 assemblies to be replaced at the contractor's expense.

As soon as the above procedures and material have been received and evaluated by the State, a determination on the acceptance of the remaining bearing devices will be made.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
Moffatt, Nichol & Bonney, Inc.
L. W. Rulien
J. X. Wilson
O. A. White
Herman Adalist & Associates, Inc.
Ed Rief

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1968

FOR FILING

I-205-7(10) 298
7105

November 22, 1968

Mr. Robert Bonney
Moffatt, Nichol and Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

Dear Sir:

We have had certain negotiations with the Willamette-Western Corporation and Donald M. Drake Company, joint-venture contractors on the West Linn-Oregon City Bridge, concerning delays caused by strike and by changes in structural details. I quote from a letter of their presentation on October 21:

> "...We were advised by letter from our supplier dated June 13, 1968 that your consulting engineer had verbally notified them that there would be revisions to the box girder floor beam connections..."

I would caution you that any contact concerning this project should only be made through Mr. Merchant.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

WILLAMETTE RIVER CONSTRUCTORS
A JOINT VENTURE OF WILLAMETTE-WESTERN CORPORATION AND DONALD M. DRAKE COMPANY
POST OFFICE BOX 231 • OREGON CITY, OREGON 97045
TELEPHONE (503) 655-2509

October 21, 1968

Mr. Ivan D. Merchant, Bridge Engineer
State of Oregon
State Highway Department
Salem, Oregon - 97310

RE: Willamette River (West Linn) Bridge
Contract No. 7105
Revisions To Structural Steel

Dear Sir:

Reference is made to your letter of October 17, 1968 relative to our proposal for performing your directed revisions to the box girder floor beam connections.

We acknowledge your rejection of certain cost elements contained in our proposal; however at this time we cannot agree to perform the added work at the contract prices.

In order to clarify our position in this matter we recite the following for your consideration.

(1) We have written our supplier Isaacson Structural Steel Company advising them as to your rejection of their proposal and to the fact that additional data must be furnished on the added costs of detailing.

(2) The contract provisions provide the means for proper claims for extra compensation if it can be shown that your changes and alterations materially change the character of work. We have requested our supplier to show cause in this instance.

(3) We as the erector, will comply with your wishes to accept the contract basis of payment for the erection portion of this revision, with the provision that the added field welding and necessary radiograph tests of the weld be done on an extra work basis.

Copy for Reinders
" " Res. Engr.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION

On the matter of a proper time extension, we could accept your proposal to hold this matter in abeyance provided you recognize certain facts which are of great concern to us, as follows:

(1) We were advised by letter from our supplier dated June 13, 1968 that your consulting engineer had verbally notified them that there would be revisions to the box girder floor beam connections. We believe that the time consumed between June 13, 1968 and receipt of revised drawings on July 25, 1968 must be considered to be added to the potential delay period.

(2) We are of the opinion that time consumed by your actions, should in the matter of equity be replaced by like time. We cannot accept a time extension in the winter periods for time lost during the summer periods. If your original contract completion date had occurred in the spring, then we would have no objection to accepting the time actually consumed in these particular revisions.

(3) We appreciate the fact that the project is presently slightly behind anticipated schedule, however, you are aware of the fact that our supplier of plate girder work experienced a long and hard labor strike of approximately four months duration.

In summation, we still maintain our position as given to you and your staff in the meeting held on September 25, 1968 in your division engineers headquarters with respect to our completing your project.

It should be noted that we could have been in a position to accept and erect structural steel since August of this year. In addition we have had on site, qualified personnel and equipment to perform this work. We have taken the period of delay in delivery of structural steel to review our erection procedures before submitting same to you and these will be submitted very shortly.

You can rest assured that this office will exert every effort to bring these matters to a quick and equitable settlement; therefore, we would appreciate your allowing us additional time to obtain the necessary documentation from our supplier.

Very truly yours,
WILLAMETTE RIVER CONSTRUCTORS

For J. A. Gibson, Project Manager

JAG:sb

RECEIVED
SEP 25 1968

I-205-7(10)298
9105

Salem, Oregon
September 24, 1968

Oreg. Proj. I-205-7(10)298
Willamette River (West Linn) Br.

Mr. Ivan Merchant
Bridge Engineer

Please note the attached copy of a letter from the Bureau of Public Roads rejecting participation in excess of $300,000 for the undercoating on the West Linn-Oregon City Bridge.

Please take the necessary steps to delete this item from further consideration in the contract.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young (enc.)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage St. NE. - Salem OR 97301

Memorandum

DATE: September 23, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Approach Span Undercrossing

Your September 6, 1968 letter requests that we participate in the full $548,000 cost of placing an aluminum cover under the West Linn Bridge approach span. This price for the modified design is only about 5 percent below the contract bid price of $578,000 for the original design. The initial estimate for this installation and the one furnished us with your request that this item be included was $255,000. When the PS&E estimate came in at $378,000 we approved the item with Federal participation limited to a cost of $300,000.

While we appreciate your efforts towards improving this structure we believe it is appropriate to place some upper limit of cost on an item such as this. This would be rather an experimental installation and the benefits to be gained are somewhat nebulous. The proposed agreed price exceeds the original estimate by over 100%. Also, as you know, considerable sums are already being expended on this bridge for aesthetic treatment.

During the preliminary planning and design of this structure there was considerable discussion on the subject of lateral bracing. On the approach spans the amount was held to what was considered a desirable minimum. On the main box girder spans we had recommended that all lateral bracing be omitted but the consultant preferred not to do so on the basis it would complicate the design and delay completion. When the preliminary plans were approved by both of our offices it was assumed that the proposed design was generally satisfactory. Then when the undercrossing was proposed some 8 months later it raised a question as to whether the most suitable type had been selected. For these reasons we were quite reluctant to approve the item in the first place and later when the estimated cost rose we placed a dollar limit on our participation. Our views on this remain the same. We therefore again approve the item, but with participation limit based on a cost of $300,000.

cc Pitts
Rinke 9.24.68

NOTED
TOM EDWARDS

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 9 - 1968
FOR FILE
I-205-7(10)298
7105

September 6, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Previous discussions have been held with the Bureau concerning an undercovering on the Willamette River (West Linn) Bridge, Contract No. 7105, FAP No. I-205-7(10)298. Selection of the design for this bridge culminated in the use of multiple girders on all the approaches. For two reasons, the State proposed an aluminum undercovering for this bridge: (1) the bridge will be observed by as many, or more, people from underneath as it will from the top; and (2) the multiple girders and their attendant X-frames, if not covered, will provide the world's greatest pigeon roost.

The Bureau approved inclusion of this item in the contract but put a stipulation therein that participation would be limited to $300,000. This was based on the fact that the consultant's preliminary estimate was $255,000. Specifications were written to the end that the item could be deleted if the State so desired.

The contractor's bid for this item was $578,000. A determined effort was made through use of lighter, but entirely statisfactory, material to secure an undercovering at a lesser cost. We were successful only to the extent of reducing the price to $548,000.

We request your approval of the application of the undercoating at the lower figure, based on three reasons:

First, the aesthetic values to the community. The bridge, as you know, is in close proximity to a residential area in West Linn (several residences were purchased and removed from the right of way).

Second, the undercoating will serve the function of preserving paint and thus reducing future costs. Pigeons and swallows would be prevented from nesting and fouling the paint.

Third, and most important, we do not believe it proper in calling for bids to limit Bureau participation to a specified amount on any item. To pursue this philosophy to the point of comedy, the Bureau could well say that they would approve a construction job if the contractor bid not over $0.28 per cubic yard for dirt, et cetera.

In all fairness, we ask your reconsideration of this item and approval of the revised undercoating at the cost of $548,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment (Dwg. 23779)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
L. W. Rulien

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 27, 1968
Salem, Oregon

SUBJECT: Willamette R. (West Linn) Br. Sec.
Contract No. 7105
FAP No. I-205-7(10)298

To: Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

Cost data pertinent to approach undercovering is as follows:

Preliminary Estimate to BPR Moffatt, Nichol & Bonney letter 7/18/67 to Department and Department letter 8/14/67 to BPR	$255,200.00
Original Plan (Drawings 22329 tnru 22333)	
Moffatt, Nichol & Bonney Estimate 10/29/67	$378,000.00
Contract Item No. 78	$578,000.00
Other bidders (5) - Low $470,000.00 & High $700,000.00	
BPR Co-operation Limited to Memo 11/9/67	$300,000.00
Revised Plan (Drawing 23779) Bridge Division Estimate 221,000 square feet	
Contractor's tenative quote In excess of	$578,000.00
Field Estimate 190,000 square feet-Contractor's tenative quote - Approx. $30,000 less than bid or	$548,000.00

The contractor states, "As we appreciate that you are looking for a considerable difference in price to that originally bid, we are not submitting an itemized breakdown and consequently await your further instructions."

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

CAG:jf

Attachments:
Harwood Letter 8/1/68
Wilson Letter 7/30/68
Willamette Western Letter 7/24/68
Print of Dwg. 23779-Revised Undercover Details
Print of Dwg. 22205-Plan & Elevation of Structure
Print of Dwg. 22329-22333-Original plans of Undercover Details

FORM B-90 [illegible] 3-63 43907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

West Linn 97068
July 30, 1968

SUBJECT: Approach Undercovering
Willamette River (West Linn) Bridge
Contract 7105

To: L. W. Rulien
Division Engineer
Portland

Attached is a copy of the contractor's letter dated 7-24-68 in response to our request for a quote on approach undercovering. Please note that our determination of the approximate area to be covered is 190,000 sq. ft. rather than 221,000 sq. ft. as estimated by the Bridge Division. Even with this reduction, it appears the cost will be approximately $548,000.00, a figure almost twice the limit established in Ted Roake's letter dated May 10, 1968.

The contractor was advised that acceptance or rejection of undercovering would be contingent upon the cost and that we would want to know the approximate cost as quickly as possible. For this reason no itemized breakdown or further information was submitted by the contractor with his letter. He is now waiting our decision to proceed before supplying complete formal quotation.

Would you please let me know what to advise the contractor?

J K Wilson
J. X. Wilson
Resident Bridge Engineer

JXW:tc

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AUG 1 - 1968
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

☐ DE ☐ ADE ☐ ADE ☐ OE
JUL 31 1968
☐ TE ☐ UE ☐ DES

July 24, 1968

Oregon State Highway Dept.
P. O. Box 255
West Linn, Oregon

SERIAL LTR. #52

ATTENTION: Mr. J. X. Wilson
Resident Bridge Engineer

RE: Willamette River (West Linn) Bridge
Approach Undercovering

Dear Sir:

We have ~~received~~ reviewed your letter of May 15th and Drawing No. 23770 9 attached thereto.

Utilizing your given approximate quantities our final total cost is in excess of that originaly quoted in the contract bid item No. 78.

Using our estimated quantities for total area to be covered we can then only offer a saving to the Oregon State Highway Department of approximately $30,000. As we appreciate that you were looking for a considerable difference in price to that originaly bid we are not submitting an itemized breakdown and consequently await your further instructions.

Very truly yours,

WILLAMETTE RIVER CONSTRUCTORS

C. Vernon Gliddon, Project Supt.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 1 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

ADW/sb
cc: Mr. J. A. Gibson
Eng. Dept.

RECEIVED
JUL 25 1968
RES. ENGR.

RECEIVED
AUG 15 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(

9165

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 8, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-205-7(10)298
Willamette River - W. Linn Bridge
East Portland Freeway

Your letter of August 1, 1968 signed by Mr. Edwards has satisfactorily answered our findings and recommendations of the inspection-in-depth performed June 21 and 25, 1968. We feel, however, even though you have no requirement to do so, there is benefit to be obtained when some initial record is made as to the proper function of a hammer, whether it be single or double acting. Perhaps a field inspection report would suffice.

Copy Ivan Merchant
L H Young
8-15-68

NOTED
TOM EDWARDS

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

c

RECEIVED
AUG 2 - 1968
FOR FILING
I-205-7(1)1378
7105

August 1, 1968

755

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Willamette River-W. Linn Bridge
East Portland Freeway
Contract No. 7105

Dear Sir:

I have reviewed the Inspection-in-Depth Report covering pile driving of the above-named project and agree with your findings under Item 1 and take exception to the findings under Item 2.

An exchange of letters between the State and the Bureau of Public Roads on May 13 and 16 outlined the procedure for sampling foreign steel. The provisions established in these letters will be followed. Every effort will be made to identify cut-offs representing ten percent of the Fugi Steel. If we are not able to isolate this many pieces, we will assess a penalty based on the samples available.

Our instructions to our field personnel regarding pile driving records do not require recording the number of blows per minute or the steam pressure delivered to the hammer. The lack of notes indicating the blow frequency or steam pressure is not a violation of instructions. The information requested will serve no useful purpose unless a "double acting hammer" is used. In this case, a different pile driving formula is used and the data is necessary to indicate results.

This does not preclude the requirement that the Resident Engineer know that pile driving equipment is properly functioning.

Very truly yours,

AAR:jr ja

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja.

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 22, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Asst. Highway Engineer

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
East Portland Freeway
Inspection-in-Depth

Attached is an inspection-in-depth report covering pile driving operations on the subject project.

Overall, the inspection and control of the pile driving is being handled very well by the State forces assigned to the project.

Your comments on the findings and recommendations shown in the report are requested.

Enclosure
Inspection-in-depth report

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 24 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

copy to Merchant - [illegible]

copy to Young

7-24-68

RECEIVED
JUL 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-68-EID(10A)10

FORM PR-33D cc: [illegible] (Kisbee)
(REV. 10-65)
Region (3 cys)
Wash DC thru Region
File 430 Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Clackamas	PROJECT NUMBER I-205-7(10)250

DATE OF INSPECTION: 6-21 & 25-68

PHASE(S) INSPECTED: Pile Driving Operations

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engineer F. R. Luckeroth, Bridge Engineer	J. K. Wilson, Resident Engineer C. Lobaugh, Assistant Resident Engineer

REPORT PREPARED BY: H. A. Schell, Area Engineer

PROJECT INCLUDES:
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☐ OTHER *(Specify)*

CONTRACTOR *(Name and address)*:
Willamette Western Corporation
Donald M. Drake Company of Portland, Oregon

CONTRACT AMOUNT: $ 15,730,989

PROJECT STATUS *(% comp.)*: 11

LOCATION:
Structure is located across the Willamette River in the City of West Linn.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

WILLAMETTE RIVER (WEST LINN) BRIDGE
EAST PORTLAND FREEWAY
Grading, Paving, Structures, and Traffic Control Devices

1. FOREIGN PILING DEFICIENCY IN YIELD STRENGTH

FINDING:

The piling for this project has been furnished by three foreign rolling mill sources: Fuji of Japan, Yawata of Japan, and Luxembourg of Germany. All piling was accepted originally on certifications from these mills. Further check testing, however, indicated a yield deficiency below the specifications from some manufacturers. The disposition of Luxembourg piling has been adequately taken care of by previous correspondence and instructions. The Yawata piling appears to be acceptable; however, the Fuji piling have indicated yields of 30,700 psi to 36,000 psi in the four samples tested at the State Laboratory. The additional testing indicated that the 89-pound piling appears acceptable but there is some question as to the acceptability of the 117-pound piling. All this piling has been driven to date and identifying the pieces with heat numbers is virtually impossible. However, the locations of this piling have been recorded and are still exposed in the footing.

(more)

EDITION OF (8-64) IS USABLE

RECOMMENDATIONS:

It is recommended that the State random sample 10% of the Fuji 117-pound piling and assess a penalty comparable to that assessed on the Luxembourg defective piles. (See BPR letter of acceptance to State dated May 16, 1968 and State letter of May 13, 1968.)

2. PILE BOOK RECORD INCOMPLETE

FINDING:

Pile books were reviewed and it was found that they contained all necessary information except the recording of the blows per minute and the steam pressure for the hammer.

RECOMMENDATIONS:

This information should be entered in the field pile book to assist new inspectors in determining the specification requirements for the respective hammers, and this in turn will help verify if bearing is reached within the specification requirements for the individual hammers.

3. DETAILED INSPECTION

Generally speaking, all pile driving operations appear to be in accordance with the plans and specifications and guidelines furnished to State Resident Engineers. The contractor is using a Vulcan 0-20 hammer with a heavy 117-pound piling. This hammer has an energy of 60,000 foot-pounds at 60 blows per minute. For the 89-pound piling, a McKiernan-Terry S-10 is being utilized. The energy of this hammer is 32,500 foot-pounds with 55 blows per minute. During this inspection, driving was being accomplished at Pier 5. The driven length was from 122 to 128 feet and the State has adjusted the pile length to enable the last 25 to 30 feet to be continuously driven in order to prevent freeze. The piling inspected were driven to refusal with 60 blows for the last 3 inches of the 60,000 foot-pound hammer.

The Fuji firm is furnishing 7320 lineal feet of 117-pound piling (83,000 lineal feet in the total job) and 2520 lineal feet of the 89-pound piling (8800 lineal feet in the total job). The State assembled six pieces of the Fuji piling and they all have been slightly below the 36,000 psi requirement for yield. (See lab reports 27459 and 27457.) The guideline notes for the pile driving operations will be on file in the Division office for reference and inspection.

RECEIVED
JUL 26 1968
FORM E-30 (12-67)
FOR FILING

I-205-1(18) 278
7105

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 17, 1968

SUBJECT: Willamette River Bridge, West Linn
Contract 7105
Portland Cement Concrete

To:

J. X. Wilson
Resident Bridge Engineer
P. O. Box 02157
Portland, Oregon 97202

Compressive strengths of 89 twenty-eight day test cylinders representing material incorporated in subject project have been statistically analyzed. The following results were obtained:

Mean 28-day strength	4350 p.s.i.
Range	2630 - 7620 p.s.i.
Standard Deviation	1035 p.s.i.

Since the second Standard Deviation falls below the lowest strength obtained, none of the low strength test results can possibly be considered as spurious. Two high strength cylinders, 7165 and 7620 p.s.i., fall between the second and third S.D. and it could be argued that they are not representative. Normally, values are not considered spurious unless they are outside the third S.D.

Analyses of completed projects have indicated Standard Deviations between 500 and 700 p.s.i. for most projects. In the last few years, with improved quality control, calculated Standard Deviations have been below 500 p.s.i. with one as low as 260 p.s.i. The excessively high variation of concrete strength shown for subject project does not document sufficient quality control to justify a certification of substantial compliance with specifications.

RECEIVED
JUL 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

It is impossible to pinpoint the cause of concrete strength variation by visual examination of test cylinders. However, observations have been made which indicate conditions that certainly contribute to strength variation.

1. Inclusion of balls of silt or clay-like material. The foreign material being in ball form indicates a possible deficiency of mixing time, let alone the fact that the material should not be in the mix in the first place.

2. Broken cylinders examined showed a visual deficiency and a variation of aggregate between the 3/8 inch and number 4 size. This could be caused by lack of aggregate production control or by careless batching or both.

3. It is noted that paper cylinder molds are used. Aside from the fact that over 20 percent of the cylinders measured did not comply with dimension specifications, there is the intangible physical effect of such molds on the concrete cylinder by absorbtion and swelling. If single use molds are necessary, it is recommended that the tin or sterofoam be obtained.

D A White
D. A. WHITE
Engineer of Materials & Research

DAW:zf

cc: Bridge Division
L. W. Rulien
L. P. Shaw
C. E. DeSerano

RECEIVED
JUL 17 1968
FOR FILING

FORM 8-123 [illegible] 6-67
COMMISSIONERS
GLENN L. JA[illegible] C[illegible]
MEDFORD
DAVID B. SIMPSON, MEMBER
~~PORTLAND~~
FRED W. HILL, MEMBER
PENDLETON

T. Bruno

I-205-7[illegible]-1
71C5

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~

P.O. Box 02157
Portland 97202
July 15, 1968

Parker & Fuhrman Company
Post Office Box 30
Oregon City, Oregon 97045

Attention: Mr. Jack W. Parker, Partner

Dear Mr. Parker

We have completed a review of your tentative plan to construct and maintain a channel in the Clackamas River underneath our McLoughlin Boulevard (US99E) structure. Attached is a copy of a plan developed by our Bridge Department which indicates the protection which we feel will be necessary to protect the piers of this bridge.

As I understand the process, we would not issue a permit for this work but would indicate our requirements to the Corps of Engineers and the State Land Board at such time as you obtain or applied for the necessary permits from them for this channel work.

Thank you very much for the opportunity which you afforded us to review your proposed plans, and we hope that the attached recommendations are satisfactory to you.

Very truly yours,

L. W. Rulien
Division Engineer

NOTED
TOM EDWARDS

LWR:fb
Attach.
bcc Tom Edwards
I. D. Merchant
B. P. Huntley

RECEIVED
JUL 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1968

FOR FILING

I-205-7(10)-[illegible]

7105

MEMO TO FILE
July 12, 1968

RE: Marine Facilities Grant, 1967-1969
Clackamas County

Friday, July 12, 1968, Senator John Inskeep, Oregon City Manager Al Simonson, and Oregon City Engineer Jack Donahue were in this office regarding Clackamas County's MFG moneys available for the 1967-1969 biennium.

They were told the County's "Notice of Intention" and the County-State agreement have been filed; however, a commitment of funds to a given project has not been received.

They asked how much money is available to Clackamas County. I told them $20,409.59 plus $1,150.83 transferred from Wheeler County, for a total of $21,560.42.

They are apparently going to apply through the Board of County Commissioners for a project on the Willamette River near its confluence with Abernethy Creek.

D. N. Harwell (mm)
D. N. Harwell
Assistant County & City Engineer

DNH:mm

cc: L. P. Shaw
David Talbot
L. W. Rulien

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-302—30M—7-66

JUL 17 1968
FOR FILING

I-205-7(10)298

1165

OP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 11, 1968
Salem, Oregon

SUBJECT: Channel Construction Under
McLoughlin Bridge
Clackamas River
Pacific Highway East
Clackamas County
Bridge No. 1617

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

Reference is made to your letter of June 14, 1968, regarding the proposal to dredge an 80'-wide channel between Piers Nos. 4 and 5 of the McLoughlin Bridge.

We have studied the proposal for the channel and find that in order to protect Piers Nos. 4 and 5 of the McLoughlin Bridge, extensive riprap should be done.

We are attaching 3 prints of Drawing No. 23911, which indicate the work necessary to protect these Piers. We do not issue permits for this type of work, but as you mentioned in your letter, our reactions to the channel should be directed to both the Corps of Engineers and the State Land Board, as both would have jurisdiction over work of this nature in the river.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
B. P. Huntley

NOTED
TOM EDWARDS

EIVED
JUL 12 1968
OFFICE OF
HIGHWAY ENGINEER

Form E-[illegible]—5M

I-205-7(10)298
7105

STATE COPY

Contingent upon modification of project [illegible] additional funds are [illegible]
Date JUL 3 1968 G1 — P Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge Section
Date July 1, 1968
Highway East Portland Freeway
Contract No. 7105
County Clackamas
Prefix 603-1097
Contractor Willamette Western Corp. & Donald M. Drake Co.
F. A. Project No. I-205-7(10)298
Address P.O. Box 231, Oregon City, Oregon 97045
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 2-inch water line across Pacific Highway East and connect to existing 12-inch line on east side as shown on attached sketch. This is to clear the Oregon City Interchange area of utilities and maintain service to the Oregon City Sewage Treatment Plant.

Location by station numbers:

"99E" 34+50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$250.00
+ 20%	50.00
Equipment	300.00
Material	150.00
+ 15%	67.50
	$817.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work has been established as the State's responsiblity in connection with new construction and is a portion of the utility relocations anticipated in the project authorization. We are unable to negotiate a satisfactory price agreement with the contractor. None of this work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $17,787,228.75
Present estimate of project cost, including $817.50 for work under this order $17,070,155.09
Expected under-run ~~XXXXXXX~~ amount . . . . . . $ 717,073.66
Expected under-run ~~XXXXXXX~~ per cent 4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J.X. Wilson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
FOR ~~XXXXXXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young 7-19-68

Contract 7105

1 1

OREGON STATE HIGHWAY DEPARTMENT

Calculations for E.W.O. No. 4 – 2" WATER LINE CROSSING Hwy 99E
Made by J.X.W 7-1 68

Push 2" Galv. water line under "99E" & connect to exist. 12" line on east side & exist 2" svc. to sewage treatment plant on west side.

LABOR:

4 men 12 hrs @ 5.00/hr = $240.00

Use __________ $250.00

EQUIPMENT:

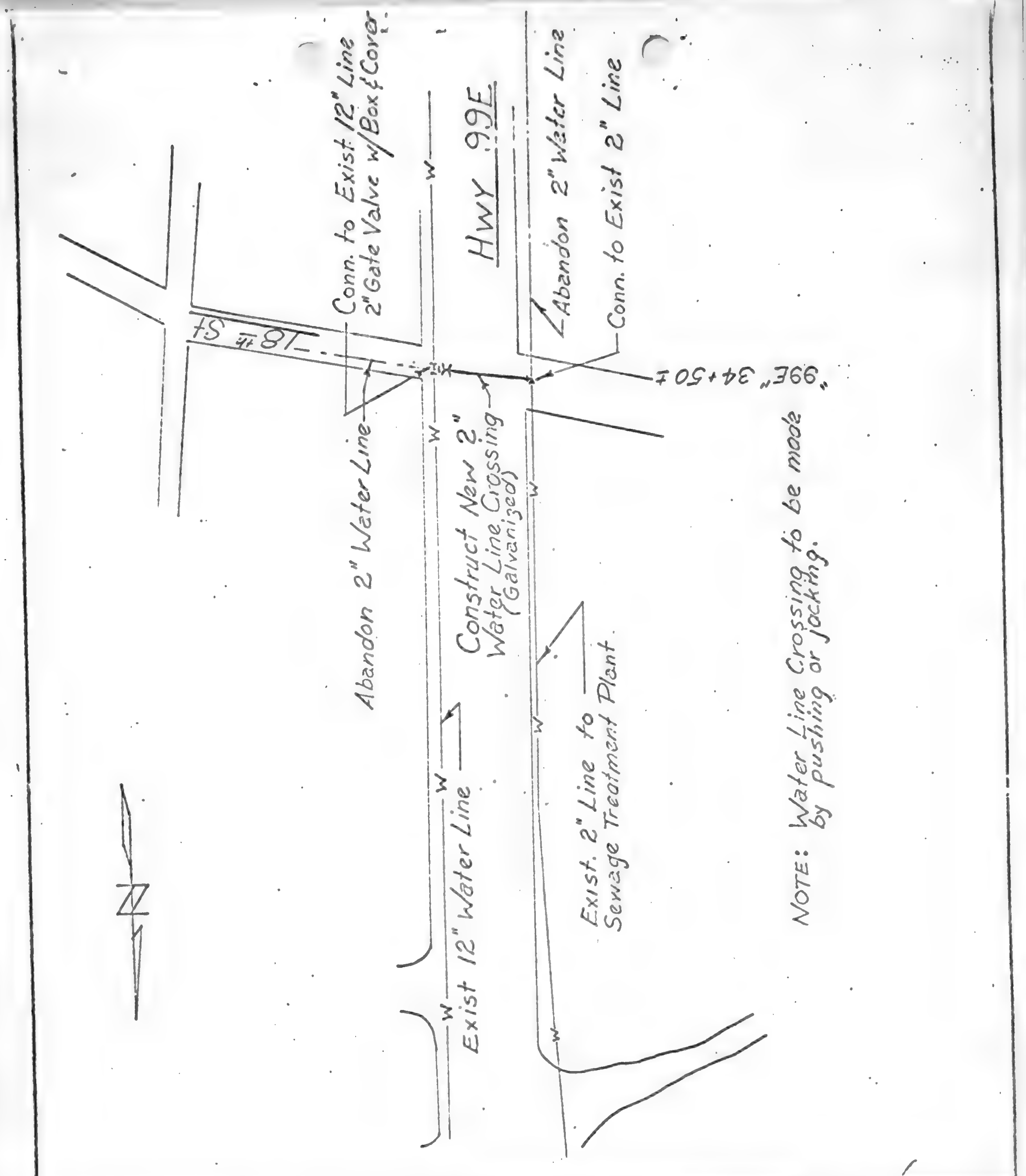
3010 John Deere 12 hrs @ 10^{20} = 122.40
Jacking Equipment & pick-up 150.00
272.40

Use __________ $300.00

MATERIAL:

80 ft 2" galv. pipe @ $33^{60}/100$ = 26.88
1 – 2" gate valve & box = 50.00
Misc. connections = 50.00
126.88

Use __________ $150.00


Conn. to Exist 12" Line
2" Gate Valve w/Box & Cover
HWY 99E
Abandon 2" Water Line
Conn. to Exist 2" Line
18th St
"99E" 34+50±
Abandon 2" Water Line
Construct New 2" Water Line Crossing (Galvanized)
Exist 12" Water Line
Exist. 2" Line to Sewage Treatment Plant
NOTE: Water Line Crossing to be made by pushing or jacking.
N
W

OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION I

2" WATER LINE CROSSING
OF HWY. 99E

APPROVED.

BRIDGE NO.
DATE 7-1-68 DRAWING NO

Our New Name:
DIVISION OF STATE LANDS
20 Agriculture Building
Salem, Oregon 97310

RECEIVED
JUL 1 - 1968
FOR FILE

STATE OF OREGON
OFFICE OF THE STATE LAND BOARD
STATE CAPITOL
SALEM 97310

IN REFERRING TO THIS COMMUNICATION
IT IS IMPORTANT THAT YOU MENTION
FILE NO.

June 25, 1968

Edwards

cc Wolfe 6-26-68

cc Merchant
Hunter
~~[illegible]~~

Willamette-Western Corporation and
Donald M. Drake Company
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. E. B. Ellis
Office Engineer

Re: Removal Permit Application

Dear Mr. Ellis:

The State Highway Department has entered strong objection to your recent application to dredge to minus 30 feet an area immediately downstream from the new West Linn Bridge over the Willamette River on Highway I-205.

In requesting denial of your permit, the department has pointed out that they have objected to all previous applications for permits in this area. In view of the nature of the objection, we have no alternative.

We suggest that you contact that department for working out some mutually acceptable plan before re-applying for a permit.

Very truly yours,

DIVISION OF STATE LANDS
Dale Mallicoat, Director

/s/ A. R. Panissidi

A. R. Panissidi

ARP:pjb

NOTED
VICTOR D. WOLFE

cc: Fish Commission of Oregon
State Game Commission
State Sanitary Authority
Soil & Water Conservation Committee
State Highway Department
State Water Resources Board

RECEIVED
JUN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1968
FORM E-30 (12-67)
FOR FILING

I-205-7(10)291

7/25

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 14, 1968

SUBJECT:
Meeting Oregon City
River Frontage
East Portland Freeway

To:
Memo to the File

At the request of Mr. Klaboe and in the company of J. X. Wilson I did attend a meeting in the Oregon City City Hall at 4 P.M. June 13, 1968. Others at the meeting were Senator John Inskeep, Mayor Frank McElroy, City Councilman Richard Conrad, City Manager Al Simonson, City Engineer Jack Donahue, Mr. Harshberger Corps of Engineers, Mr. Panissidi State Land Board and Mr. Wilmott of Clackamas County Parks.

The first and foremost subject of the meeting was the desire on the part of Oregon City to undertake a dredging operation near the mouth of Abernethy Creek and just southerly of the proposed East Portland Freeway bridge at the site of Sports Craft Landing. It seems that their moorage facilities have become somewhat silted in and they propose to have a contractor (probably Willamette Western) dredge out the area and place the spoil up on the bank as shown on the attached sketch. Mr. Panissidi of the State Land Board indicated to those present the permit procedures and requirements for such an operation, left an application blank with them and advised them that rapid approval could be granted. Mr. Harshberger of the Corps of Engineers could see no difficulty in expediting the matter and felt that the sketch distributed to everyone at the meeting would be sufficient for him to go on. I indicated that it didn't appear that the proposed dredging operation would in anyway affect us or be objectionable to us.

FORREST COOPER

The second item discussed (not very completely or thoroughly) referred to the desire as expressed by the Mayor of Oregon City to utilize all available rights of way underneath the East Portland Freeway bridge, and also south of the bridge along McLoughlin Boulevard as parking areas for cars and boat trailers. I had the impression that the City wasn't quite prepared to talk about this subject, and that something is in the wind which they will present to us later. I advised the Mayor that we would certainly cooperate in any reasonable manner, but that perhaps the time had come when they evolve a plan indicating their more or less specific and definite proposals for utilization of the area and development of the boat launching facilities, that we would be happy to work with them and that I could see no particular reason, providing our piers and highway facilities were adequately protected, that they could not use this area, although it would have to be the subject of a permit, and that for us to work it out we would have to know what they were proposing to do. The Mayor indicated that they were working on such a plan and that they would get it to us. He also reiterated his belief that two-way traffic into this area must be provided for, and that it was his opinion that the 14-foot roadway which we are obligated to rough grade as a part of our Crown Zellerbach negotiation is inadequate.

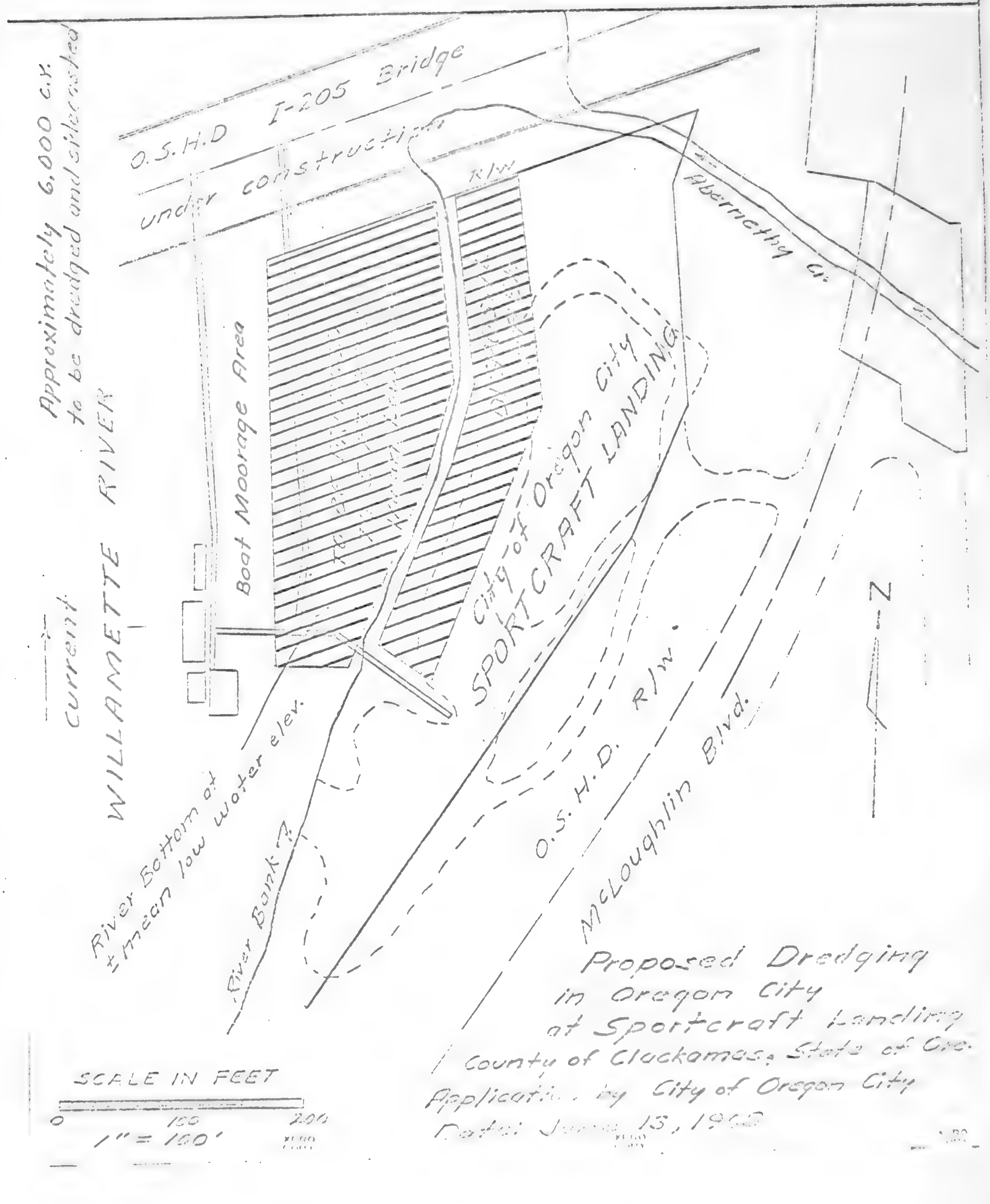
The City appears to have it in mind that there will always be a "concessionaire" operating for the City in this area; what type of financial arrangement, et cetera, this would be was not discussed. Whether or not a profit-making concession in this area would affect our abilities to permit various activities on the right of way also was not discussed. As indicated previously, the City appeared unwilling to open up this type of discussion at this time.

L. W. Rulien
Division Engineer

LWR:fb
cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
F. D. Morgan
J. X. Wilson
B. P. Huntley

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

5' below mean low



Proposed Dredging
in Oregon City
at Sportcraft Landing
County of Clackamas, State of Ore.
Application by City of Oregon City
Dated June 13, 196[illegible]

RECEIVED
MAY 24 1968

Fwd File

I-205-7(10)298

7105

May 23, 1968

6594

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon Project I-205-7(10)298
Willamette River (West
Linn) Bridge
East Portland Freeway
Clackamas County
Contract No. 7105

Dear Sir:

Please refer to your memorandum dated May 16, concerning the noncompliance of foreign steel.

From this date on, the State Highway Department will be using only steel of domestic manufacture, which would eliminate the problem of prior testing of material as suggested in your memorandum. However, foreign material being used on contracts previously awarded will be tested prior to use on any project in order to alleviate the deficiency in the certification procedure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

BC Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

TCR:jr/TE:ja

FORM PR-121A (2-67) UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 16, 1968

In reply refer to: 08-35.6

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge
Noncompliance of Foreign Steel

With reference to your letter of May 13, 1968 we concur that it will be in the public interest to use the shipment of piling from Luxembourg that was found to be slightly deficient in physical properties. The material in question, although below specification requirements, is entirely suitable and adequate for foundation piling. Accordingly, we approve of the use of these piling at the reduced payment rate set forth in your letter.

This problem points out a deficiency in your certification procedure at least in so far as foreign material is concerned. To avoid similar situations wherein nonspecification material may be incorporated into the work, we recommend that foreign material be tested prior to use on other projects.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 20 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Marchant
Rtd to BPR

NOTED
T. C. ROAKE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 13 1968
FOR FILING
I-205-7(10)298
7105

May 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Willamette River (West
Linn) Bridge
Contract No. 7105
FAP No. I-205-7(10)298
Noncompliance of Foreign Steel

Dear Sir:

The contractor purchased steel bearing piles for the subject project from L. B. Foster Company, a California corporation. The material delivered to the job site was produced at three foreign sources. These are: Thyssen Steel Works in Luxembourg and Yawata Steel Company and Fugi Steel Company in Japan.

Random checks of physical properties have revealed certain deficiencies in steel produced in Luxembourg to the extent that an adjustment in the bid price for steel bearing piling is in order.

It is our belief that the best interest of the public will be served if the shipment of piling be used rather than delay construction waiting for shipment of replacement steel. The specified time for completion of this project is set at the earliest practical date. Knowing that the scheduling of all phases of construction is extremely critical, any delay in pile driving operations will directly affect the the project completion.

The material specified for bearing piles is A36 steel. This material was selected because the properties make it suitable for bearing piles. This selection does not mean that a steel of a lower yield would not be suitable. The foundations are designed at 9,000 psi and A36 steel is specified at 36,000 psi, a safety factor of 4 (3 would have been adequate, but anything below two would have been inadequate). A36 steel was specified because A7, a lower yield steel adequate for this purpose, is no longer rolled.

We propose to assess a judgment against the contractor for the amount that the yield strength falls below specification requirements plus an additional 50 percent penalty on the deficiency. The assessment will be determined as follows:

36,000 psi is considered as 100% of value.
18,000 psi is considered as no value.

The assessment of deficiencies will be computed from test samples tested in a reputable testing laboratory and no material will be used which falls below 30,000 psi yield strength. The assessment will be based on the average of the tests performed. Materials affected by this procedure from the Luxembourg mill consists of 112 pieces of 14" BP 89# consisting of 5 heats and 456 pieces of 14" BP 117# consisting of 26 heats.

Tests conducted to date on the Luxembourg material indicate that the assessment for material deficiencies will be about 9 percent which, with the 50 percent penalty, will amount of 13½ percent of the material cost.

No material will be used which does not have a recognizable heat number accompanied by a certified mill analysis. There is some question about material furnished by Japanese suppliers. These sources will also be sampled and a similar assessment will be made against these materials if the results of the tests warrant this action.

Japanese steel involved includes 181 pieces 14" BP 117# from 10 heats from the Yawata Steel Company and 122 pieces of 14" BP 117# from 7 heats and 42 pieces of 14" BP 89# from 2 heats from the Fugi Steel Company.

The Japanese steel had all been driven prior to the discovery of a possible deficiency, so random sampling of pile cut-offs without regard to heat numbers will be the best that can be performed at this time.

May we have your concurrence in the proposed solution to the steel deficiencies.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

AAR:jf ja

RECEIVED
MAY 16 1968
FORM E-30 30M 10-65
FOR FILING

I-205-7 [illegible]

7105

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

May 13, 1968

To:

Mr. R. L. Porter
Deputy State Hwy. Engr.
Salem

SUBJECT:

Willamette River (West Linn) Br.
East Portland Freeway
Contract No. 7105

As per your request, I contacted Mr. Roger Derr at his office in Oregon City. He advised that he had suffered some damage to his property, that he had made contact with the contractor and that a representative of the contractor's insurance company had been out to Mr. Derr's property to determine the extent of any damage. I advised Mr. Derr that I felt he had taken the proper action in contacting the contractor, and that I would let him know whether or not the driving in the footing nearest his property had been completed. The driving in the footing and the adjacent footings is completed.

L. W. Rulien
Division Engineer

by Allan C Harwood
A. C. Harwood
Asst. Division Engineer

NOTED
R. L. PORTER

ACH:fb
Attach.

This was originated in a telephone call to Mr. Porter on Ma. 7.
[illegible]

RECEIVED
MAY 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
~~PORTLAND~~
~~FRE [illegible]~~ L, MEMBER
PENDLETON

Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~
P. O. Box 02157
Portland 97202
May 13, 1968

Mr. Roger Derr
5345 Grove Street
West Linn, Oregon 97068

Dear Mr. Derr:

At the request of Mr. R. L. Porter, I contacted you last week concerning work on the new bridge across the Willamette River between West Linn and Oregon City. You advised that you had made contact with the contractor and his insurance carrier concerning possible damage to your property as a result of the contractor's pile driving operations. At the time we talked, you expressed concern that, when the piles still sticking up in the footing nearest your property were driven, damage to your property might result. You asked if there might be some way the piles could be gotten down without driving, possibly by drilling.

I am relieved to advise you that all of the piling in the footing nearest your property have been driven and, in fact, were driven prior to our discussion. Probably the two piles still sticking up were shoring or falsework piles.

If you have any additional questions in connection with this contract, please feel free to contact Mr. J. X. Wilson, our resident engineer on the project. His telephone number is 656-3021.

Very truly yours,

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Division Engineer

ACH:fb:mb
cc: R. L. Porter
J. X. Wilson

RECEIVED
MAY 14 1968

FORM 2-30X—50M—7-66
FOR FILE

I-205 W.L.B.

7105

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1968

SUBJECT: Willamette River-West Linn Bridge
East Portland Freeway
Clackamas County
Bridge No. 9403
Contract No. 7105

To:
Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

Attached are 4 prints of Drawing No. 23770, which show details for the approach undercovering for the subject structure.

We are sending these prints to you in order that you may contact the contractor and determine what the cost of supply and erection of this undercover will be. As you know, the Bureau of Public Roads has placed a limit of $300,000 on this portion of the structure, so we will have to have an estimate of cost below this figure before we can get authorization for construction. We have made an estimate of cost based on prices used by Moffatt, Nichol & Bonney, Inc. on another method of undercover which was proposed. We are attaching two Xeroxed copies of this estimate for your use.

When you receive the contractor's bid, please send it to this office for approval.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
J. X. Wilson
A. A. Rear (w/1 print)

TOM EDWARDS

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1968

FOR FILE
I-205-7(10)

7105

Salem, Oregon
May 1, 1968

Oregon City-West Linn Section
I-205

Mr. L. W. Rulien
Division Engineer
Milwaukie

George Otten, Landscape Architect, contacted me by telephone April 29 requesting basic information regarding right-of-way limits, footings, et cetera, at the northerly end of the I-205 Willamette River bridge. According to Mr. Otten, he had been commissioned to make a proposal for use by the City of Oregon City which would lead to development of a marina near the mouth of Abernethy Creek.

Inquiry disclosed that Mr. Otten has been retained for the project he described, but that he probably has been supplied with adequate information. Knowing George for 30 or more years, I believe he will be making further requests in spite of materials that may have been provided. It would be better that he contact you and explain what he needs and I shall so advise him.

Two prints are attached which may be of service to you. Sheet 3 (of 5 sheets) Clackamas River-West Linn Section, East Portland Freeway; and Map Roll 6, Addendum, Highway 99E (with added drafting in color), show relationship of the I-205 project and existing ground features. These are not intended for direct use by Otten.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
    R. L. Porter
    F. B. Klaboe

RECEIVED
MAY 21 1968

FOR FILING

I-205-[illegible]

7105

April 26, 1968

H P

MISC. CONTRACTS and
AGREEMENTS No. 558

4-23-68

Herman Adalist & Associates, Inc.
1905 South Jackson Street
Seattle, Washington 98144

Attention: Mr. H. J. Hodl
Vice President

Gentlemen:

Attached is a fully executed copy of an agreement for your files covering steel inspection in the Seattle area covering the Willamette River (West Linn) Bridge on the East Portland Freeway in Clackamas County (Contract No. 7105).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm
Attachment

cc Ivan Merchant
Attn: C. A. Gardner
(8 xerox copies)

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

G1-P

Regional Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge Section **Date** April 25, 1968

Highway East Portland Freeway **Contract No.** 7105

County Clackamas **Prefix** 603-1097

Contractor Willamette Western Corp. & Donald M. Drake Co. **F. A. Project No.** I-205-7(10)298

Address P. O. Box 231, Oregon City, Oregon 97045 **Order No.** 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise and relocate existing water and sewer lines within the City of West Linn, Oregon.

1. Contract and City of West Linn Specifications to apply.
2. Equipment rental per State - A. G. C. agreement.

Location by station numbers:

"L" 734+00 to 744+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 7,300.00
+ 20%	1,460.00
Equipment . .	4,700.00
Material . .	11,400.00
+ 15%	2,415.00
Total	$27,275.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Utilities revisions required due to new construction and anticipated in project authorization. Required work in order to comply with B.P.R. PPM 30-4. Unable to negotiate satisfactory price agreement with contractor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.75
Present estimate of project cost, including $27,275.00 for work under this order	$17,078,327.59
Expected under-run ~~over-run~~ amount	$ 709,901.16
Expected under-run ~~over-run~~ per cent	4.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young

FORM E-30X—80M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
April 19, 1968

SUBJECT: Abernethy Creek Boat Launch
Oregon City

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attached is a copy of a letter from Alfred Simonson, General Manager of the City of Oregon City, indicating that the City Commission wishes further discussion with us relative to access to Sports Craft Landing. The Mayor of Oregon City is particularly adamant in his belief that a 14-foot wide crossing of Abernethy Creek is insufficient.

A couple of weeks ago I attended a breakfast meeting with the Roads, Streets and Recreation Committees of the Tri-City Chamber of Commerce. Al Simonson, Mayor McElroy, Commissioner Danielson were also present at the meeting and they discussed the river frontage. Their feeling that, at some future time, the entire frontage would be in public ownership for recreation purposes, and emphasized their opinion that the 14-foot road into Sports Craft Landing would be insufficient, and that now that Crown-Zellerbach had donated to the City the land southerly of Abernethy Creek, they wish to open again the idea of access to the area.

I advised them of the very high cost of providing a road across Abernethy Creek itself, and also indicated that since Abernethy Creek was in such close proximity to the boat ramp, and the fact that this was one way at this location really didn't pose any problems (they were unconvinced.) I advised them further that I didn't think there would be necessarily any great problem in getting more than 14-foot width on the road north of Abernethy Creek, but suggested that in any event their best move, if they wanted to further explore this question, was to develop a plan which indicated their proposals for boat launching in this area, and also indicated the extent of parking which they propose to develop and where and then make their request to us.

The attached letter does not, of course, provide any of this information. However, they are asking for another meeting on this subject and I would appreciate your advice as to how I should proceed.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc F. B. Klaboe
H. S. Cox

FREE
MUNICIPAL
ELEVATOR

Area Code 503
Phone 656-5266

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

OFFICE OF
CITY MANAGER

April 15, 1968

State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. L. W. Rulien
Division Engineer

Gentlemen:

Reference is made to our recent meeting with you at the Chamber of Commerce Park and Recreation Committee meeting regarding the need for a wider easement access road across Crown Zellerbach property and the proposed Abernethy Creek culvert to serve the property occupied by Sportscraft Landing that has been donated to the City of Oregon City.

It is our understanding that this access road, by easement from Crown Zellerbach Corporation and the State Highway Department, would be a rough-graded 14-foot width only, and it is our feeling that this will not be adequate to serve the present and future needs of the increasing boating public.

The City Commission have instructed me to contact the State Highway Department to further discuss this with your people.

May we hear from you?

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

STATE COPY

Form E-208—6M

I-205-7(10)298

Contingent upon [illegible] of
project agreem[illegible] additional
funds are [illegible]
Date G-1-P
MAR 19 [illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (West Linn) Bridge Section
Date April 12, 1968
Highway East Portland Freeway
Contract No. 7105
County Clackamas
Prefix 603-1097
Contractor Willamette Western Corp. & Donald M. Drake Co.
F. A. Project No. I-205-7(10)298
Address P.O. Box 231, Oregon City, Oregon 97045
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate City of West Linn sanitary sewer to clear pier 9 footings. This is a portion of the water and sewer relocations to be done on this project.

Location by station numbers:

"L" 726+50 to 729

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,920.74
Materials	1,701.43
Equipment	958.90
Total	$4,581.07

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Relocation as per City-State agreement. Rates as per A.G.C.-State agreement. Work was begun 3-20 and completed 3-25-68. Prior approval obtained from Division office. Funds for this work provided in construction authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,787,228.7	
Present estimate of project cost, including $4,581.07 for work under this order	$17,094,692.1	
Expected under-run amount	$692,536.6	
Expected under-run per cent	3.9%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson
Resident Engineer

Approval Recommended: /s/ A. A. Rear
for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved /s/ L. H. Young

RECEIVED
APR 12
FOR FILING

I-205-7([illegible])-398

April 12, 1968

Oregon State Highway Commission

Gentlemen:

Structural steel for the Willamette River (West Linn) Bridge on the East Portland Freeway in Clackamas County near Oregon City, Contract No. 7105, is being purchased by the contractor after fabrication by the Isaacson Iron Works. Part of the steel, approximately 6,485 tons, is to be fabricated by Isaacson at its Seattle plant with the remainder, approximately 5,025 tons, to be fabricated by the American Pipe and Construction Company at its Vancouver, Washington plant. Inspection of the material and fabrication practices is necessary at the plant sites. In common with our present practice, we propose to engage a consulting firm to perform the inspection work on the steel being fabricated in the Seattle area. Steel being fabricated in Vancouver will be inspected by State forces.

Herman Adalist & Associates, Inc., has made an offer to handle the inspection service in the Seattle area for the unit price of $2.00 per ton with a total guaranteed top limit of $13,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:jf jes

RECEIVED
MAR 26

I-205-7(15)-98

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

March
Twenty-second
1 9 6 8

Honorable Tom McCall
Governor of Oregon
Salem, Oregon

Dear Tom:

I know of the concern you have had about assuring the boating public continued access to the Willamette River in the Oregon City - West Linn area. For that reason I thought you would be particularly interested to know that the Crown Zellerbach Corporation is donating to Oregon City its waterfront property that lies just south of Abernathy Creek. This is the property that has been used as a marina. It will be between the new bridge and the present bridge.

Mr. Glen Jackson and the Oregon State Highway Commission together with Mr. Forrest Cooper and his able staff provided the instrument for this land donation by agreeing to bridge Abernathy Creek with a box culvert and by providing a permanent easement to the waterfront property.

Through the further cooperation of Mr. Cooper vehicular access to the Sportscraft Landing area will be maintained during construction of the I-205 highway bridge. Thereafter access will be under the new bridge.

Crown Zellerbach in addition to the property itself has assigned its permanent easement privileges to the city of Oregon City.

I am also dropping a note to Mr. Howard Lane about this, feeling that it relates very directly to the development of the Willamette Greenway.

It is my understanding that the officials of Oregon City plan to publicly announce the gift of this land on Monday, March 25.

Warmest good wishes,

Sincerely,

John

JMFulton:bw

bc: Glen Jackson
Howard Lane
Forrest Cooper ✓

Copy To Talbot
3-26-68

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C.

RECEIVED
MAR 14 [illegible]

FOR FILING

I-205-7([illegible]) 291

7105

March 1?, 196?

6412

Mr. [illegible] Simpson
Division Engineer
Bureau of Public Roads
377 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.6/541.1
N-ToF: 370
I-205-7(16) 296
F-[illegible](11)

Dear Sir:

Reference is made to [illegible] letter of March 4 concerning [illegible] No. 3412, traffic signal [illegible].

[illegible] have been taken to provide the revised [illegible] for all projects currently under contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
Ivan Merchant (enc.)
L. H. Young

VPJ:ji ja

3/14

...-12 (4-67)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: March 4, 1968

In reply refer to: 08-35.6/541.1
XRef: 370
I-205-7(10)298
F-318(11)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : G. R. Brooks, Asst Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Standard Drawing 1482
Traffic Signal Breakaway Pole Base

Coord Fed aid For Research

You stated in your February 27 1968 letter that the three-bolt breakaway pole base design depicted in Standard Drawing 1482 has proven to be ineffective. Under these circumstances we recommend that steps be taken to revise contract plans on current active projects to delete this pole base and substitute the modified design used in Texas.

We have been able to find two Federal-aid projects which call for this base, namely the Vista Ridge Westbound Tunnel, F-318(11), and the Oregon City-West Linn Bridge, I-205-7(10)298. In addition we also believe that several of these bases are in operation on other projects and we suggest that they be altered as required to function properly.

Bud George
P/s Rld

copy - Young [illegible]

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MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 -

I-205-7[illegible]-278
7105

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 4, 1968

Mrs. Ray C. Kraemer
9105 S. E. Washington Street
Portland, Oregon 97216

Dear Mr. Kraemer:

Thank you for your good wishes of February 15.

As to a park or boat-launching ramp at Oregon City, I assume you refer to the one at the foot of 14th Street which has been the subject of much publicity of late. This facility is on property owned by the Crown Zellerbach Corporation and the Highway Commission has made its future operation possible if the Corporation so desires.

While I have no recent information, it is my understanding that the facility can be allowed to continue. Some rearrangement is necessary but should the owners desire, this facility, which is so important to many sportsmen, can continue in operation.

Sincerely,

Governor

TM:ma

bcc: Forrest Cooper

NOT
FORREST COOPER

RECEIVED
MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

KRAEMER TO HWY 2/16

Portland Ore. 97216
Feb. 15 1967

Gov. McCall:

Hope This Finds You + Your Wife Feeling Better After Your Recent Sickness. I Would Like To Thank You For Not Running For The U.S. Senate As We Need A Good Man In Oregon To Straighten Out Our Problems So Big Brother In Washington Doesn't Put His Nose In All Of Our Business. Now Comes The Sad Part Of This Letter. Could You Please Get A Committee To Look Into The Situation That Is Forming In The Oregon City Area By Putting A New Bridge Across The Willamette River. This Area Is A Big Recreation Area + Without A Park + Good Boat Launching Ramp This Will Be One More Location The Public Will Be Losing Because The Highway Dept. Does Not Take The Best Interest Of The Public In Its Planning. I Know The Public Would Pay To Use This Park To Help Pay For The Construction Costs. Thank You For Your Time + Trouble + Keep Up The Good Work.

You Are The Only Governor
I Have Ever Felt Free
To Write To.

Mr. Ray C. Kraemer
9105 S.E. Wash. St.
Portland, Ore. 97216

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1968

FOR FILING

I-205-7(10)

-1105

February 21, 1968

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
1227 Longworth House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your February 15 request relative to comments by Mr. Ed S. Torrence of the Painting and Decorating Contractors of America concerning painting of the steel for the West Linn-Oregon City Bridge across the Willamette River on Interstate 205.

While I am not positive, it appears that Mr. Torrence suggests that some provision be made in future contracts reserving painting to local area people. Any efforts to specify one domestic area over another will be contrary to federal-aid highway regulations and will not meet with Bureau of Public Roads approval. I refer to Section 1.16 of Regulations, Standards, and Statements of Policy for the Administration of Federal Aid for Highways, Federal Register 25 F. R. 4162, May 11, 1960; also, to page 97 of the "Federal Laws, Regulations, and Other Material Relating to Highways" compiled by the U. S. Department of Commerce, Bureau of Public Roads.

The matter of domestic versus foreign steel also was an issue on this project and until such time as the Highway Commission receives a directive from the Legislature or the Governor, the Commission feels it is their duty to secure the lowest cost that will meet specifications.

If further information is needed on this subject, please let me know and I will be happy to supply anything available. As you requested, we are returning Mr. Torrence's letter to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe

Enclosure

RLP:ms jes

LONGBEACH 1-2328
AREA CODE 312

National Headquarters

Painting and Decorating Contractors of America
2625 WEST PETERSON AVENUE • CHICAGO, ILLINOIS 60645

Reply to
WASHINGTON, D.C. ADDRESS
SUITE 526, 1629 K STREET, N.W. • WASHINGTON, D.C. 20006

ED S. TORRENCE
Director of Industry
and Governmental Relations
Washington, D. C.

February 12, 1968

Hon. Wendell Wyatt
Member of Congress
Room 1030, LHOB
Washington, D. C. 20515

Dear Congressman Wyatt:

I now have a report from our members in Portland, Oregon regarding the painting of the steel for the West Lynn bridge over the Willamette River.

A joint venture between the Willamette-Western Corp. and the Donald Drake Co. were given the prime contract. They in turn awarding the fabricating of the steel to the Isaacson Iron Works of Seattle and the American Pipe Co. of Portland. These firms in turn awarded the painting and sandblasting to Portland and Seattle painting contractors. I believe the majority of the painting will be done by a Seattle contractor. At least the work will be performed by northwest firms and journeymen who are members of the Brotherhood of Painters in the northwest. Had the bidding not resulted this way, a large amount of labor could have been done by non members of the AFL-CIO far away from the area.

I understand that there is the possibility of much more work of this nature to be done in and around Portland in the future. It certainly will be our position that this work should be reserved for local labor, at least. We cannot refuse out of area contractors the right to bid the work, but I see nothing discriminatory in providing that the actual work be performed by local journeymen and am far from satisfied with the decision given.

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY [illegible]

I have instructed our Oregon membership to exert their best efforts toward this end on future contracts and promised them the full support of myself and this national association.

I certainly appreciate your efforts on this problem and have notified our Oregon membership of your splendid cooperation.

Best regards and wishes to you.

Sincerely,

Ed S Torrence

Ed S. Torrence

EST:mcw
cc: Mr. Boyd
Mr. Craven

RECEIVED
FEB 7 - 1968
FOR FILING
I-205-7(10)298
7105

Salem, Oregon
February 6, 1968

Transflex Expansion Joint

Mr. Ivan Merchant
Bridge Engineer

Please do some further work on the Transflex joints with respect to deflection overload prior to installing them on the West Linn-Oregon City Bridge.

I return your file.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1968

SUBJECT: General Tire and Standard
Rubber Companies
Transflex Expansion Joint and
Standard Bridge Bearings

To: Mr. Ivan D. Merchant
Bridge Engineer

OFFICE

At your suggestion, I have looked over the pamphlets by General Tire Company and Standard Rubber Company describing the subject expansion joint and bridge bearing pads.

The Transflex expansion joint is a prefabricated compression joint consisting of a combination of steel and neoprene. This expansion joint is designed with a compressible area each side of a noncompressible section. The noncompressible section has a steel plate imbedded in it, which bridges the expansion gap. The neoprene is perforated with oval-shaped holes staggered across the entire surface. The holes in the noncompression area are stopped short of the steel plate, while those in the compression sections penetrate the entire thickness of the neoprene. In these holes, a sloping diaphragm of neoprene is molded, which prevents moisture and dirt from going through yet allows the area to stretch or compress. The unit is 26" wide and will allow a movement in the joint of 4".

This Transflex expansion joint is held in place by bolts or studs imbedded in the deck and through angles bonded to the neoprene at each edge of the expansion unit.

The unit appears to be an excellent substitution for the finger plate type of expansion joint; provided total expansion and contraction does not exceed 4".

According to the descriptive pamphlet, this expansion joint has been in satisfactory use since October 1965, February 1966, and September 1966, in Montreal, Indiana and Michigan, respectively. The structure in Marion, Indiana has the expansion joint on a 30 degree skew and seems to be working satisfactorily.

This joint has the advantage over the steel finger plate type of expansion joint in that it is non-skid and easy to install.

NOTED
TOM EDWARDS

Due to the lack of prices for the neoprene expansion joint, we cannot economically compare it with that of the steel finger plate type.

The pamphlet on standard bridge bearings describes standard neoprene bearing pads which they have worked up to be used either with steel or concrete girders. They have 16 rectanguler shapes varying from 42" x 27" x 5" or 3", and are good for a load of 880,000 lbs. to 40" x 11" x 2-7/32" or 1-1/16", good for a load of 40,000 lbs. The two thicknesses are to take care of either high or low expansion. The bearings to be used for steel girders have a steel sole plate (ASTM - A36) bonded to the pad. These standard bearing pads are made of neoprene rubber compound with a durometer of 55. Our specifications for neoprene bearing pads require a durometer of 60±5. The pamphlet does not give any information regarding the number of laminations or other physical qualities for the neoprene compound so we are unable to tell whether these pads will meet our specification or not. The hardness as mentioned above is at the lowest limit of our specifications. Other material in the pamphlet pertains to joints showing curves giving the sheer travel and compressive deflection of each size of pad.

Without information regarding the specifications of the pads, we are unable to recommend the use of these standard bridge bearing pads.

T. C. Roake
Asst. Bridge Engineer

TCR:jr

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Laboratory Report

Project	Experimental	Profile No.	5027
Highway		County	
Contractor		F. A. Project No.	
Contract No.		Date Reported	Jan 5, 1968
Submitted by	Tom Edwards	Laboratory Charges	N/C

REPORT ON SAMPLE OF EXPANSION JOINT

Source of material	General Tire Co. - Standard Rubber Co.		
Sampled or inspected at		Date received	Jan 3, 1968
To be used	Expansion Joint, Bridge	Quantity represented	
Sampled or inspected by			

TEST RESULTS

Laboratory No. 846916
Data Sheet No.

Transflex Expansion Joint

Thickness, inches	2.23
Specimen size, inches	4.3 x 4.1
Speciment area, sq. inch.	17.63

Deflection under load in restraining mold

Load, lbs.	Deflection, inches
1000	0.1085
2000	0.1975
3000	0.2745
4000	0.3660
5000	0.4355
6000	0.5065
0	0.0195 (residual deformation 2 min. after load release)

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
X Files
T. Edwards

RECEIVED

Engineer of Materials

~~OREGON STATE HIGHWAY COMMISSION~~

SUPPLEMENTAL NOTICE TO CONTRACTORS

~~February 1, 1968~~

ADVANCE COPY
SUBJECT TO REVISION

Sealed bids on the following projects will be received and opened by the State Highway Commission in Room 122, State Highway Building, Salem, Oregon, at 9:00 a.m., Thursday, February 1, 1968. Awards will be made by the Highway Commission within a few days after bids are opened.

BIDS TO BE OPENED AT 9:00 A.M., THURSDAY, FEBRUARY 1, 1968

(1) CLACKAMAS COUNTY: Willamette River (West Linn) Bridge Section in West Linn. Federal-aid Interstate Highway Project No. I-205-7(4)290. Building demolition and remodeling. Demolish a portion of and remodel remaining portion of the West Cliff Manor apartment building. Completion time 50 calendar days.

(2) MULTNOMAH COUNTY: Fremont Bridge Section of the Stadium Freeway in Portland. Federal-aid Interstate Highway Project No. I-405-8(16)303. Bridge pier construction and street relocation. Req. approx. 900 cu. yds. general exc.; 1,100 tons plant-mix bit. base; 660 tons asph. conc.; 490 cu. yds. Class "A" conc. in walls; 2,800 cu. yds. loose riprap; 49,000 cu. yds. str. exc.; 8 test piles; 4 pile loading tests; 71,900 lin. ft. 14 BP 102 steel piling (986 piles); 4,600 cu. yds. seal conc.; 38,000 cu. yds. Class "A" conc.; 1,950,000 lbs. reinf.; 520,000 lbs. str. steel. Requires railroad insurance and special liability insurance. Completion time 425 calendar days.

The same regulations apply regarding wage rates for labor and Civil Rights as stated in our regular "Notice of Contractors" for February 1, 1968.

Prequalification of bidders will be required in accordance with the provisions of ORS 279.010 to 279.024, incl. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by eligible bidders upon payment of $5.00 for each set.

Plans and specifications may also be inspected at the office of the Associated General Contractors in Portland, Eugene, Seattle, Spokane, and Boise, and at the Builders Exchange Cooperative, Portland.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION
Floyd Query, Secretary
~~Glenn L. Jackson, Chairman~~
~~David B. Simpson, Commissioner~~
~~Fred W. Hill, Commissioner~~

~~Forrest Cooper~~
~~State Highway Engineer~~

~~ATTEST:~~
~~Floyd Query, Secretary~~
~~1-15-68~~

RECEIVED
FEB 1 - 1968

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-205-7(10)298

Moehring cc Klab

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St.NE. - Salem OR 97301

DATE: January 30, 1968

In reply refer to: 08-35.7

TO: 7105 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Interstate 5 to Park Place
File 39912, Crown Zellerbach Corporation

Right of Way Engineer D. H. Moehring's letter of January 17, 1968 requests our concurrence in permitting the Crown Zellerbach Corporation right of transit under the easterly end of the proposed Oregon City - West Linn Bridge. It is our understanding that this right of transit is to provide access to Crown Zellerbach's remaining property which lies southerly of the bridge. The access way will serve the Sportscraft Landing facility.

We concur in your proposal with the understanding that the area is to be used for transit only and not for parking, storage, or any other activity inconsistent with Interstate highway standards. At the time the construction PS&E is submitted for the extension of the box culvert on Abernethy Creek your plans should indicate the location of the proposed road and the area reserved for right of transit.

orig to Moehring 1-31-68
copy to Young 2-1-68

NOTED
F. B. KLABOE

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Shaw

RECEIVED
JAN 30 1968

C. HOWARD LANE, CHAIRMAN

TOM McCALL, GOVERNOR

STATE OF OREGON

GOVERNOR'S WILLAMETTE RIVER PARK SYSTEM COMMITTEE

301 HIGHWAY BUILDING
SALEM, OREGON 97310

I-205-7(10)

7105

January 26, 1968

Mr. C. Howard Lane
Mrs. Fred Burgess
Dr. Vern Miller
Mr. James Mount
Mr. Wilfred Jossy
Mr. Glenn Jackson
Mr. Morris Majors
Mr. Glenn Hardman
Mr. James Goode
Mr. Wade Newbegin

Dear Committee Members:

With the announcement of plans to locate the I-205 bridge in Oregon City came the disclosure of the plan to close the present access to Sportcraft Landing located on the right bank upstream from Abernathy Creek in Oregon City. This is a small marina with mooring and launching facilities located on land owned by the Crown-Zellerbach Corporation under a 30-day lease arrangement. Reports indicate that during the early spring peak season 400 to 500 boats are launched each week and approximately 250 boats are moored or stored. This is said to drop off to about 60 boats during the summer boating season. The unimproved parking area could be set up to handle about 80 cars, according to reports. It is now limited to 64.

Fear of possible loss of the landing as a boat launching site and moorage facility prompted considerable public concern locally. There was no suggestion, however, that local government might be interested in acquiring the property for continued public use, even though the City of Oregon City and Clackamas County were both made aware of the availability of Willamette River Park System funds. All negotiations are between the State Highway Department and the owners, the Crown-Zellerbach Corporation.

As a result of these negotiations, the State Highway Department has agreed to provide other access to the landing in lieu of that being lost.

Further discussion has disclosed also that the present access will remain open until the second phase of construction begins about one year from now.

Through the joint efforts of the owners and the State Highway Department, the marina will be accessible for use in much the same manner and volume as at present, but with a degree of added safety through an improved entrance off the highway.

It appears that a satisfactory solution has been obtained, and that no action by this committee will be required unless the county or city decides to apply for funds to buy the property. It appears unlikely at this time.

Very truly yours.

George W. Churchill
Project Director

GWC:jbk

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FEB 20 1968
FOR FILING

I-205-7(10) 39Y

7105

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1-23-68

MISC. CONTRACTS and
AGREEMENTS No. 3505

January 26, 1968

City of West Linn
City Hall
West Linn, Oregon 97068

Attention: Mr. Andy Harila
City Recorder

Gentlemen:

Attached is a fully executed copy of an agreement covering installation of illumination and traffic signals at the West Linn Interchange and on the Willamette River Bridge on the East Portland Freeway.

We have retained a fully executed copy for the Commission's files.

On January 16, we wrote to you requesting a copy of an ordinance or resolution which is called for in the agreement. Please send this to us when it is available and we will attach it to our copy of the agreement.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment
cc Mr. F. B. Crandall
(conformed copy)

RECEIVED
FEB 6 - 1968

I-205-7(10)

JAN 26 1968

32-34

Honorable Edith Green
House of Representatives
Washington, D.C. 20515

Dear Mrs. Green:

This is in reply to your recent telephone inquiries regarding the construction of the West Linn Bridge, West Linn, Oregon. This construction is being undertaken by the State as Federal-aid Project I-205-7(10).

You indicate your concern that local labor will lose some 200,000 man-hours of work because the painting of structural steel is to be performed by a Canadian subcontractor. Our field office in Oregon advised that the contractor has not yet selected a subcontractor for this work but that he is still considering several firms. Under the terms of his contract he is permitted to choose any firm, domestic or foreign, subject to the State's approval. Some 11,500 tons of steel are to be fabricated and given four coats of paint under the contemplated subcontract. We estimate that about 50,000 man-hours, instead of 200,000 man-hours of work, will be required to accomplish the painting involved.

When the aforesaid project was originally advertised for bids the specifications required the contractor to do all the painting work, except the final finish coat, in a paint shop within 20 miles of the bridge location. This particular specification requirement brought complaints from prospective steel suppliers indicating that it would result in materially increased painting costs since there were no suitable covered and enclosed painting shops within the 20-mile limit. In recognition of this expected effect on costs, the State modified this specification to give the contractor the option of having the painting work, except the final finish coat, performed either at the fabrication plant or at a paint shop located within 20 miles of the bridge location. Bids were taken on the basis of the modified specification. We agree the State's action was in the public interest because it undoubtedly resulted in reduced bid prices and virtually eliminated the possibility that painting would be performed under makeshift conditions instead of the much more favorable conditions that exist in a typical fabricating plant. Painting in a fabricating plant has the additional advantage of protecting the steel from corrosion during shipment to the project site and is consistent with normal practice. Furthermore, the original specification requirement that the painting work be performed on or near the project site may well have operated to discriminate against the employment of labor from other States. The Federal-aid highway regulations prohibit the States from discriminating in this matter.

We can readily understand your interest in assuring that Oregon residents enjoy the maximum opportunity for employment. However, we believe that residents of the United States on a nationwide basis benefit greatly from employment opportunities generated by Canadian needs. For this reason we do not favor discrimination against the use of Canadian firms or labor for the performance of work on Federal-aid highway projects, which discrimination would possibly result in retaliatory action by the Canadian authorities.

The information given above relative to the change in specifications for this project has also been given Senator Wayne Morse and Congressman Wendell Wyatt in response to separate inquiries.

We trust the foregoing will provide an adequate explanation of our position on the matter of concern to you.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

RECEIVED
JAN 2 2
FOR F

TOM McCALL
GOVERNOR

I-205 7(16)27V

7105

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 18, 1968

Willamette Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

It has come to my attention that you are preparing to purchase substantial amounts of steel for the construction of the West Linn-Oregon City bridge on I-205 in Clackamas County.

I would like to urge you, insofar as possible within the bid price you made for the furnishing and placing of this steel, that you favor American products, and Oregon fabrication. Our country is in a critical period at the moment with heavy demands on our gold supply and anything that you can do within your bid quotations to the State will be appreciated.

Sincerely,

Governor

TM:w

[illegible] with draft

RECEIVED
JAN 19 1968
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED

I-205 (10)278
7105

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 18, 1968

Donald M. Drake Company
1600 N. W. Savier Street
Portland, Oregon 97209

Gentlemen:

It has come to my attention that you are preparing to purchase substantial amounts of steel for the construction of the West Linn-Oregon City bridge on I-205 in Clackamas County.

I would like to ugge you, insofar as possible within the bid price you made for the furnishing and placing of this steel, that you favor American products, and Oregon fabrication. Our country is in a critical period at the moment with heavy demands on our gold supply and anything that you can do within your bid quotations to the State will be appreciated.

Sincerely,

Governor

TM:w

[illegible] with draft

COPY

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1232 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-7([illegible])298

January 17, 1968

File No. 39912 - Crown
Zellerbach Corporation
Clackamas River - West
Linn Section
East Portland Freeway
Clackamas County

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

An option has been secured from the Crown Zellerbach Corporation on the Clackamas River - West Linn Section of the East Portland Freeway.

As a part of the option agreement, the grantor is allowed to build and maintain a permanent roadway under the easterly end of the Oregon City - West Linn Bridge so that access is possible between their remaining properties severed by the I-205 right of way. Your concurrence in this right of transit across interstate right of way is requested.

A copy of the option instrument, wherein the roadway provisions are listed on an attachment, is included with this letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment

cc R. L. Porter
F. B. Klaboe
C. H. Maison
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 30

FOR FILE
I-205-7([illegible])
7105

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

32-34

Dear Mr. Wyatt:

This will supplement our December 19 letter regarding Mr. Ed S. Torrence's complaint that the Oregon State Highway Department has changed the original specifications on West Linn Bridge, West Linn, Oregon (Federal-aid Project I-205-7(10)) to permit sand blasting and painting of steel by in-plant out-of-State labor. We have received a report from our field office concerning the circumstances surrounding this change in specifications.

The original specifications as issued by the State Highway Department required the contractor to do all the painting work, except the final finish coat, in a paint shop within 20 miles of the bridge location. The State's reason for imposing this requirement was to facilitate inspection while the work was in progress.

This restrictive specification brought complaints from prospective steel suppliers indicating that it would result in materially increased painting costs since there were no suitable covered and enclosed painting shops within the 20-mile limit. After the cost differential came to light it was determined that, with a 10-day notice prior to painting, the State could send its inspector to the fabricator's shop, wherever it was.

The specification was then modified to give the contractor the option of having the painting work, except the final finish coat, performed either at the fabrication plant or at a paint shop located within 20 miles of the bridge location. Such work must be performed in an approved enclosure. The contractor is also required to notify the engineer at least 10 days prior to starting any final cleaning for application of paint.

We trust the foregoing and the information provided in our December 19 letter will enable you to respond to Mr. Torrence. This same information is being furnished Senator Wayne Morse since he was also contacted by Mr. Torrence.

Sincerely yours,

F. C. Turner
Director of Public Roads

32-34

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

Reference is made to your December 18 communication with enclosure concerning Mr. Ed S. Torrence's complaint that the Oregon State Highway Department has changed the original specifications on West Linn Bridge, West Linn, Oregon, to permit sand blasting and painting of steel by in-plant out-of-State labor. We have learned that this bridge will be constructed as Federal-aid Project I-205-7(10).

As a result of a previous inquiry by Congressman Wendell Wyatt, we have received a report from our field office in Oregon concerning the circumstances surrounding this change in specifications.

The original specifications as issued by the State Highway Department required the contractor to do all the painting work, except the final finish coat, in a paint shop within 20 miles of the bridge location. The State's reason for imposing this requirement was to facilitate inspection while the work was in progress.

The restrictive specification brought complaints from prospective steel suppliers indicating that it would result in materially increased painting costs since there were no suitable covered and enclosed painting shops within the 20-mile limit. After the cost differential came to light it was determined that, with a 10-day notice prior to painting, the State could send its inspector to the fabricator's shop, wherever it was.

The specification was then modified to give the contractor the option of having the painting work, except the final finish coat, performed either at the fabrication plant or at a paint shop located within 20 miles of the bridge location. Such work must be performed in an approved enclosure. The contractor is also required to notify the engineer at least 10 days prior to starting any final cleaning for application of paint.

We see nothing objectionable about permitting sand blasting and painting of steel to be performed by in-plant out-of-State labor. In fact, much of this type of work is normally performed in the fabricating plant rather than on or near the project site. Under these circumstances, the original specification requirement that this work be performed on or near the project site may have operated to discriminate against the employment of labor from other States. The Federal-aid highway regulations prohibit the States from discriminating in this manner.

This same information is being furnished Congressman Wendell Wyatt.

We trust the foregoing provides an adequate response to your inquiry. We are returning the enclosure which accompanied your communication.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

Enclosure

United States Senate

December 18, 1967

1/11/68

Respectfully referred to
Francis C. Turner, Administrator
Bureau of Public Roads
1717 "H" Street, N. W.
~~Washington, D. C.~~

for such consideration as the communication herewith submitted may warrant, and for a report thereon, in duplicate to accompany return of inclosure.

By direction of

Wayne

Wayne Morse
U. S. S.

WM:ps
Re: Telegram from Ed Torrence, Painting and Decorating Contractors of America, 1629 "K" Street, N.W., Washington, D. C. concerning alteration of specifications on bridge in West Linn, Oregon.

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

LLE212 WA251
(NF) PD 9 EXTRA WASHINGTON DC 10 902P EST
HONORABLE WAYNE MORSE, DELIVER 830AM DEC 11
209 OLD SENATE OFFICE BLDG WASHDC

HAVE RELIABLE INFORMATION THAT OREGON STATE HIGHWAY COMMISSION HAS ARBITRARILY CHANGED ORIGINAL SPECIFICATIONS ON WEST LYNN BRIDGE WEST LYNN OREGON TO NOW PERMIT SAND BLASTING AND PAINTING OF STEEL TO BE PROFORMED BY IN-PLANT OUT OF STATE LABOR. ORIGINAL SPECIFICATIONS SPECIFICALLY CALL FOR THIS WORK TO BE PROFORMED ON JOB SITE. IF CHANGE IS PERMITTED OREGON PAINTING CONTRACTORS AND JOURNEYMEN WILL BE DEPRIEVED OF A SUBSTANTIAL PORTION OF WORK. PRIME CONTRACT TO BE AWARDED THURSDAY DECEMBER 14TH. URGENTLY REQUEST YOU EXERT BEST EFFORTS TO RESTORE THIS WORK TO OREGON BUSINESS AND LABOR AS PROVIDED IN ORIGINAL SPECIFICATIONS. THIS JOB IS PART OF INTERSTATE HIGHWAY SYSTEM

ED S TORRENCE DIRECTOR INDUSTRY AND GOVERNMENTAL RELATIONS
PAINTING AND DECORATING CONTRACTORS OF AMERICA 1629 K ST NORTHWEST.

RECEIVED
JAN 22 1968
FOR FILING

I-205-7(12)
7162

MEMO TO FILES
January 17, 1968

Monday evening, January 15, at 7:30 p.m., a meeting was held in the Clackamas County Courthouse to discuss the problem of an adequate launching and moorage facility in the vicinity of the Oregon City-West Linn I-205 Bridge.

All persons present were not known to the writer, but the following persons or representatives for organizations were present:

Clackamas County Board of Commissioners:
Stefani, Ely, and Skoko.
Oregon City Officials:
Simonson, McElroy, Conrad, Danielson, Donahue, Buol, and Pakaluk.
Corps of U.S. Engineers:
Harold Kidby.
Jr. Chamber of Commerce (Oregon City):
Three members.
Optimist Club:
One member.
Oregon State Highway Department:
Scott, Harwell, and Cox
News Media:
One (Oregon Journal).

Commissioner Skoko lead off the meeting with a statement to the effect that with the new construction and reestablishment of present endeavors, namely, Oregon Boom, the County Commissioners were concerned that sporting and fishing adherents were not being properly served. With the closing of ingress from McLoughlin Boulevard, the taking of additional right-of-way, and the resulting loss of parking space for Sportscraft landing, the Commissioners were suggesting the investigation of a moorage and launching site at a different location from Sportscraft's present site.

Various city officials then made statements of concern regarding launching and moorage facilities, stressing the hundreds (!!?) of letters (even from outside the state) that the City had received and which expressed dismay over losing the Sportscraft's site. No comment was made on these remarks until Councilman Conrad stated that the State Highway Department had taken away all access to Sportscraft's landing. At this point I privately asked Mr. Scott if this remark should go unchallenged and he said he thought not. I thereupon challenged Mr. Conrad's statement and told him that O.S.H.D. had closed the access from McLoughlin Boulevard but that other access was being provided. At the request of Chairman Stefani, John Scott very skilfully and discretely explained the proposed access to Crown-Zellerbach property southerly of Abernethy Creek. He further explained that operation of Sportscraft's landing would not be interfered with this year because present access from McLoughlin Boulevard would be available, and that in the future when McLoughlin was widened, the new access, made possible by the extension of the Abernethy Creek box culvert, would be available for use. City officials were so nonplussed at this information that they neglected to ask any further questions.

Mr. Harold Kidby was then asked for his assessment of the problem and he stated that he saw no real problem with construction of a moorage basin downstream from the present launching site. He advised that a complete study would, of course, be necessary; and if they wanted this information in the near future, then a private engineering firm would have to be employed. He advised the formation of a Port District to administer this proposal, stating that as of this date no county or city had ever qualified with the Corps on a project of this nature. This moorage basin concept would be excavation of ground now above water, with the spoil being used to raise the elevation of the remaining park area. He also said that once the project had Corps approval, the Corps would construct the revetment and necessary channel work on a 50-50 basis. Corps approval would possibly take 5 to 7 years to obtain.

Chairman Stefani asked me about Highway Department participation and I stated that to the best of my knowledge, $20,409.59 of Marine Facility Grant funds was all that was available to Clackamas County as of this date.

Other programs such as Willamette Greenways and Land and Water Funds were briefly discussed.

H. S. Cox
H. S. Cox
County and City Engineer

HSC:mm

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
F. B. Klaboe
Victor Wolfe
D. H. Moehring
L. W. Rulien
John Scott

RECEIVED
JAN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1968

FOR FILE

I-205-7(10)298

7105

Salem, Oregon
January 16, 1968

Mr. John Bond
Staff Assistant
Construction Division
BUILDING

This letter is to explain the accompanying material submitted by CH_2M on sewer and water line revision in the City of West Linn. This work is expected to be performed on an extra work basis under the contract for the West Linn Bridge.

In working up a price agreement, all work should be performed under the accompanying special provisions submitted by CH_2M (as revised), Div. I of the standard specifications and applicable portions of Sections 106*, 110*, 460 and 710.

*These sections should also include special provisions as written for the bridge contract.

The CH_2M special provisions Sections 15A, 15B, 15C and 15F have x's alongside manufacturers and brand names which may need clearance, for use in this manner, from the BPR. I believe most of these names can be approved on the basis that they match existing brands now in use on city systems.

Included also is a revised list of bid items and quantities with prices, as submitted by CH_2M, for use in comparison with the contractor prices.

The first sheet of the plans needs to have the detail for "trench backfill above the pipe zone" deleted or removed.

Plan and specification changes were approved in phone conversation with Bob Gladden on January 11, 1968.

John Day
Specifications Section

JD:elh

C

RECEIV
JAN 16 1968

FOR FILE
I-205-7(10)298
7105

Salem, Oregon
January 16, 1968

Mr. Forrest Cooper
State Highway Engineer

In regard to the marina matter which you mentioned Saturday afternoon on which you wished to have further information, the following is all I have been able to determine:

There was a meeting at the Oregon City Courthouse at 8 p. m., January 15, to consider means which would involve use of Marine funds to permit the City or County to develop a marina at or near the location of the one now existing on the Oregon City side. H. S. Cox and Donald Harwell were in attendance to provide information on our marine park grant-in-aid fund which was expected to come up for discussion along with the marine funds which are allotted to the counties through the Marine Board.

I can find no clue of any meeting proposed for a marina in this vicinity on the left bank of the Willamette River.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
H. S. Cox

JAN 16 1968

FOR FILING

I-205-7(10)-277

7105

January 15, 1968

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been executed by the City of West Linn covering the installation of illumination and traffic signals at the West Linn Interchange and on the Willamette River Bridge on the East Portland Freeway in the city of West Linn.

This agreement provides that the State shall do the work of the project at an estimated cost of $30,000 and maintain the luminaire units and signals after installation. The City is to pay for all electrical energy consumed. This is an Interstate Project.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
H. S. Cox
C. H. Maison
L. W. Rulien

VPJ:njc jes

RECEIVED
FEB 19 1968

FOR [illegible]

I-205-7(10)228

7105

January 12, 1968

bid Dec 14

Willamette-Western Corp. -
Donald M. Drake Co.
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

AGENDA
JAN 23 1968
3K

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for grading, paving, structure and traffic control devices on the Willamette River (West Linn) Bridge section of the East Portland Freeway in Clackamas County for the sum of $15,845,989 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer on January 11 awarded you the project, which has been assigned Contract No. 7105. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

Construction of all work under the contract except field painting of structural steel, construction of approach undercovering and concrete finishing on piers shall be completed by not later than November 30, 1969. All work required under the contract shall be completed not later than September 30, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc. Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

L. W. Rulien
J. X. Wilson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(11)278

7105

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 12, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

GRBrooks

SUBJECT: Oregon Project I-205-8(10)298
Willamette River (West Linn) Bridge Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of January 11, 1968 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of January 11, 1968 in the award of Contract No. 7105 to Willamette Western Corporation and Donald M. Drake Company, of Portland, Oregon, low bidder in the amount of $15,845,989.00 at the December 14, 1967 bid opening.

We approve the waiver of the submission of the Oregon City water and sewer lines as requested by Mr. Young's letter; however, you should make every effort to furnish these documents within a reasonable time.

A permit for the 24-inch waterline on the structure should be furnished when negotiations between the City and contractor are settled to your satisfaction. Specific reference in this permit should be made concerning maintenance of this line from other than the Interstate through traffic lanes.

Young
Morgan
Litchfield
Moehring
1-16-68

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 12 1968
FOR FILING

I-205-7(10)298

7105

January 11, 1968

Mr. A. W. Pursons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Concurrence in award of contract is requested as of today for the Willamette River (West Linn) Bridge Section, Project No. I-205-7(10)298.

The contractor receiving the award is Willamette-Western Corp. and Donald M. Drake Company of Portland in the amount of $15,845,989.00, with Contract No. 7105 assigned. The bid was received on December 14, 1967, and will be awarded January 11, 1968, after the authorization form has been signed.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

All necessary crossing permits have been issued for this project with the exception of the permit for Oregon City water and sewer lines. We hereby request waiver of the requirements of Par. 7-1 in PPM 30-4 as being in the public interest, in order to proceed with this essential project.

We have put forth intense effort to secure the necessary information that would enable us to issue a permit to Oregon City for their lines, with limited results. We feel it is not justifiable to delay further the award of this contract due to Oregon City being either unable or unwilling to furnish the necessary documentation.

Permit numbers issued are:

Portland General Electric	12213, 12212, * 2752
Northwest Natural Gas Co.	12216
Pacific Northwest Bell Tel. Co.	12211, 4082, 5191, * 2752
City of West Linn	X12209, 12208
*Joint permit	

Attached is a letter explaining Oregon City's difficulties and also their construction plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

cc: F. B. Klaboe
R. N. Chase

NOTED
R. L. PORTER

39-30
Oregon I-205

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

Thank you for your inquiries about the development of I-205 and its effect on the Sportcraft Landing in Oregon City, Oregon.

As Mr. Hockford may know, the Federal-aid highway program is a cooperative effort, involving State highway departments and the Federal Government. The State in cooperation with local officials has the primary responsibility for initiation and implementation of the highway program for conducting studies of feasible alternatives, holding public hearings, and selecting locations. We, in turn, are responsible for review and approval at key stages, when Federal participation in the cost is requested.

Therefore, it would be best for Mr. Hockford to keep in touch with his State and local officials to make sure his objections are known, since they are responsible for coordinating highway improvements with other agencies and it would be up to them to initiate any relocation of the highway.

Your enclosures are returned as requested.

NOTED
F. B. KLABOE

Sincerely yours,

F. C. Turner
Director of Public Roads

Enclosures

cc: Mr. B. M. French, Regional FHA
Mr. A. W. Parsons, Division Engineer (2)

Route 1 Box 153
Beavercreek, Oregon 97004
November 29, 1967

Congressman Wendell Wyatt
1033 S. E. McLaughlin Blvd.
Milwaukie, Oregon

Dear Sir:

The plans that the State Highway Commission have drawn up for the I-205 bridge at Oregon City show no consideration for the thousands of people who want to use the river for fishing and other recreational pursuits. These people come from all parts of Oregon as well as other states.

Most of these river users have been using the facilities of Sportcraft Landing. The "Landing" provides gas and oil, fishing supplies, boat rentals and motors, a cafe that one may step into directly from a boat, and the only good launching ramp in the area. Needed is an access road and a parking area. Present parking is on land that the proprietors, Clair and Ruth Huff, have been leasing from Crown-Zellerbach Corp. for the past 22 years. It appears to me that it would be fairly simple to plan a road in and make day parking available under the bridge itself. This is a Highway Department problem - and one that it should face.

Another phase of this is the injustice that is being done to the Huffs. The Highway Commission has caused Crown-Zellerbach to cancel their lease and show no intention of reimbursement to them for their loss. This business is built around this particular stretch fo the river; they simply cannot relocate without help from the State. Any relocation would have to be between the Falls and the Mouth of the Clackamas River because most of the small boats cannot breast the Clackamas Rapids. A solution would be a responsible attitude of the State Highway Commision and provide a State Park along the lines of the facility at Rooster Rock on the Columbia River. It would be only fair and logical to give the Huffs a franchise to operate the moorage facilities.

I understand that there is now legislation pending in the Congress that will provide remuneration for businesses operating on a lease basis. In the meantime, what can be done about the situation? This is a matter where we will all lose, simply because the State Highway Commission is failing to fulfill its responsibility to the public.

Route 1 Box 153
Beavercreek, Oregon 97004
November 29, 1967

Congressman Wendell Wyatt
1033 S. E. McLoughlin Blvd.
Milwaukie, Oregon

Dear Sir:

The plans that the State Highway Commission have drawn up for the I-205 bridge at Oregon City show no consideration for the thousands of people who want to use the river for fishing and other recreational pursuits. These people come from all parts of Oregon as well as other states.

Most of these river users have been using the facilities of Sportcraft Landing. The "Landing" provides gas and oil, fishing supplies, boat rentals and motors, a cafe that one may step into directly from a boat, and the only good launching ramp in the area. Needed is an access road and a parking area. Present parking is on land that the proprietors, Clair and Ruth Huff, have been leasing from Crown-Zellerbach Corp. for the past 22 years. It appears to me that it would be fairly simple to plan a road in and make day parking available under the bridge itself. This is a Highway Department problem -- and one that it should face.

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I understand that there is now legislation pending in the Congress that will provide remuneration for businesses operating on a lease basis. In the meantime, what can we do about the situation? This is a matter where we will all lose, simply because the State Highway Commission is failing to fulfill its responsibility to the public.

This seems on the face to be a State problem but I consider it a misuse of federal funds to cut off River recreation and existing facilities.

Sincerely yours,

J. T. Low

cc: Congresswoman Edith Green
State Rep[illegible] Beulah Hand
Congressman Al Ullman
Congressman John Dellenback

STUART B MOCKFORD
ARCHITECT
723 WASHINGTON ST
OREGON CITY, OREGON
Phone 656-0329 Area Code 503

15 November 1967

Oregon City Enterprise Courier
10th and Main
Oregon City, Oregon 97045

To the Editor:

This letter is prompted by the grim fact that soon Oregon City's unique "Sportcraft Landing" will be no more. The proprietors, Clair and Ruth Huff, will have to vacate the premises soon because the property is being purchased by the State Highway Commission for construction of the new I-205, Oregon City - West Linn Bridge.

A Prophetic Letter

June 21, 1972

Dear Joe,

'Nice of you to write and ask how things are in the ol' home town, particularly about the fishing.

Frankly Joe, you'd be dissappointed if you came back to Oregon City with any expectation that you'd get any of the good salmon fishing on the spring run that there used to be around 1967. Oh, the fish are there alright, even the fall run is building up pretty good now that they're cleaning up the river, the trouble is -- you can't get to 'em easy, not at Oregon City.

It all started with the new bridge between Oregon City and West Linn. It's been finished for a couple of years and it is a beautiful bridge and sure carries a lot of cars whizzing along at 70 mph. Of course, the people in the cars can't see the river 'cept maybe a peek, because as usual the bridge designers put the railings just where they'd block off one of the prettiest views in the world. But, that's progress -- those folks are in a hurry (so they think) and just aint got time to enjoy the view -- got to keep their eyes glued on the road!

You remember where Sportcraft Landing was, the only good place for a landing in Oregon City? Well, now there's nothing there! Just log rafts (bound mostly for Japan) moored solid all along the shore where all the hundreds of fishermen used to moor their boats at the floats. It seems that when the State Highway Commission bought that hunk of property from Crown Zellerbach, Crown Zellerbach kept the water rights, so now it's just a parking lot for logs like most of the river banks around our town.

You couldn't get to the area anyway, it's all cut off by a woven-wire fence along the new highway's edge. Most of the old parking area is covered by highway, concrete piers, etc. There was some talk about the State Highway Commission putting in an access road, down past the city sewage treatment plant and running south, crossing the end of the big culvert they put Abernethy Creek into, and getting into the landing area that way and the city putting in a park on the waterfront, but nothing came of it. It seems the City Fathers got snowed by the State Highway engineers and even gave them the desiccated city streets that run through the area. You remember the boat launching ramp where you could get your boat in and out? Well, that was the end of 15th Street, and Water Street right-of-way cut right through the tract!

Now the fishermen with small motors have a hell of a time. They've got to launch at Clackamette Park on the lousy old ramp that's unsafe and always washing out, but they can't make it upstream to the old fishing holes against the current unless they have a big mill -- then there's almost no place to moor their boats.

The town has lost a lot of business over this deal. Boat and motor sales, licenses, gasoline, food, fishing equipment, beer, motels. They lost a regular tourist attraction - the hog lines across the river (sometimes you could almost walk across on boats). People used to come from all over the country, just to fish salmon at Oregon City.

There is still some fishing. Rich guys from Portland come up with their big cruisers that can easily buck the current and moor where we poor folks used to fish. There's a few local boats get out but, believe me, it aint like it used to be.

Yes, there's a fancy pants "Greenway Commission", with offices in the State Highway Building, that was supposed to save the Willamette River banks for the enjoyment of the citizens of Oregon and some folks thought they'd do something to save Sportcraft Landing but then it turned out that they are essentially part of the State Park Organization and that's under the State Highway Commission and a highway engineer in the "Colossus of Roads" draws more water than a mere part-time Greenway Commissioner.

There's the Oregon City Planning Commission that doesn't really do any planning but merely fusses with deviations with the planning that has already been done, so they plan nothing for this area where Sportcraft Landing used to be. The Clackamas County Planning Commission (which actually does do some planning) took the attitude that because this was inside the city limits of Oregon City, it was none of their business. Then there's the State Marine Board, one of whom's main purpose is to improve the waterways of the state for small boat enthusiasts, and who spend much of the money they receive from boat licensing fees to construct boat launching ramps, who turn the other way while the State Highway Commission (another agency of the State Government) destroyed one of the best existing boat launching ramps in the entire area.

Trouble is, folks have a phobia about so-called "experts" when it comes to engineers, State or Federal, and hate to argue with them. Hell, they're wrong lots of times -- they make mistakes -- like this boo-boo regarding Sportcraft Landing. They're just men and they put their pants on, one leg at a time, just like anyone else.

You see, there just wasn't enough folks raised hell with the State Highway Commission and the City and County Officials until it was too late. I'm in favor of progress, Joe, you know that -- but not at the expense of knocking out something good like Sportcraft Landing, a real community asset, when it wasn't necessary.

Your friend,

Stu

Copies to:

Governor Tom McCall
Sect. of State Clay Meyers
State Treasurer Robert Straub
State Highway Commission
State Marine Board
State Greenway Commission
Board of Commissioners, Clackamas County
City of Oregon City
The Oregonian
The Oregon Journal
Sportcraft Landing
Oregon Tri-City Chamber of Commerce
Isaac Walton League, Clackamas County Chapter

RECEIVED
JAN 9 - 1968

I-205-7(10) 298
7105

"Helping Build the West"

W

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

REFERRED TO
Admin
BY SECRETARY

cc [illegible]
[illegible]
[illegible] 1-5-68

January 5, 1968

[illegible]

Board of Highway Commissioners
Oregon State Highway Department
Salem, Oregon

RE: Willamette River (West Linn) Bridge
Water Line for City of West Linn

Gentlemen:

Please find attached one (1) copy of a letter that our joint venture has given to the City of West Linn relative to the work contained in Bid Item #99 for the above subject project.

We trust our offer, as set forth in the attached letter, meets with your approval and should you require additional information please advise.

Very truly yours,

WILLAMETTE-WESTERN CORP. & DONALD M. DRAKE, INC.
A Joint Venture

J. A. Gibson

J. A. Gibson
Project Manager

NOTED
L. PORTER

JAG:nb

cc: Mr. R. W. Dippner
Mr. Franklin Drake
Mr. A. A. Riedel

Encl:(1)

RECEIVED
JAN 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 8 1968
OREGON
STATE HIGHWAY COMMISSION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

December 27, 1967

Mr. R. W. Dippner
City Administrator
West Linn City Hall
West Linn, Oregon

RE: West Linn Bridge for the
Oregon State Highway Commission
24 Inch Water Main

Dear Sir:

In accordance with our meeting this date, we are most pleased to confirm that our joint venture is agreeable to the deletion of Bid Item #99- 24" Water Line from our proposal to the Oregon State Highway Commission. As an alternate, our joint venture will extend to the City of West Linn our offer to accomplish all work in accordance with the specifications and drawings as previously issued for a lump sum price of $115,000.00, with the understanding that said offer will expire on March 1, 1968.

As we indicated to you, it is our utmost desire to co-operate with you and if we can be of further assistance in this matter please advise.

Very truly yours,

WILLAMETTE-WESTERN CORP. & DONALD M. DRAKE, INC.
A Joint Venture

J. A. Gibson
Project Manager

JAG:nb

cc: Mr. Franklin Drake
Mr. A. A. Riedel

RECEIVED
JAN 10 1968
FORM E-30 SOM 10-65

FOR FILING

I-205-7(10):298
7105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1968

SUBJECT: Willamette River Parks System Committee

To: Mr. Forrest Cooper
State Highway Engineer

As you know, the Willamette River Parks System Committee resulted from Governor Tom McCall's Executive Order 67-2, amended July 24, 1967. Part of that Executive Order states, "It is further ordered and directed that the State Highway Commission shall administer, implement, and carry out the policies, plans and programs of the committee, or as provided by law."

Following the issuance of the Executive Order, oral contact was made with the Governor's office requesting clarification of the Governor's intent as to the Highway Commission's exercise of authority in management of this program. Mr. Westerdahl's statement was to the effect that they wished the committee to have the broadest possible powers of operation with the Highway Commission and staff functioning as the working element of the program.

Mr. Talbot has been advised by C. Howard Lane, Chairman of the Willamette River Parks System Committee, that he wishes to have, as quickly as possible, a report for presentation to the committee covering the boat launching area near the northerly end of the proposed West Linn-Oregon City Bridge. This is known as the Sportscraft Moorage.

Mr. Lane also asked that a news release be prepared immediately for the committee's use in regard to procedures to be followed by local jurisdictions in applying for projects under the Willamette River Parks System grants-in-aid. He wished to include with this press release, a statement to the effect that the Committee was looking into the controversy associated with the loss of public access to the river area now leased by Sportscraft.

NOTED
FORREST COOPER

Mr. Lane was aware of the fact that these actions might conflict with the normal views and operational practices of the Highway Department. He felt, however, it was necessary that the committee act as an independent agency if it is to retain the element of independence apparently intended by the Governor.

Mr. Talbot is preparing the press release. He has not been provided with latest information on any right-of-way negotiation with Crown Zellerback which would affect Sportscraft, and I now request your guidance as to how to proceed with this rather sensitive area of public relations.

Lloyd P Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

RECEIVED
FORM [illegible]
JAN 5 - 1968

~~FOR~~

I-205-7(10) 298
7125

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 4, 1968
Salem, Oregon

To: Mr. L. H. Young
Office Engineer
BUILDING

SUBJECT: Water and Sewer Line Permits
City of Oregon City
Willamette River (West Linn) Bridge Sec.
East Portland Freeway
Clackamas County
Project No. I-205-7 (1) 296

The State will be unable to issue permits to Oregon City for their water and sewer lines to be relocated within State highway right of way until such time as it can be determined who holds prior rights to the land the existing facilities occupy. We have requested appropriate documentation from Oregon City to substantiate their claims to prior land rights.

This matter was discussed with Mr. John Girvin, Asst. Engineer Coordinator, BPR. He indicated that if it could be shown that the City had a plan for the adjustment of their facilities, the BPR would consider waiving the requirement of a permit as a prerequisite for concurrence in award of our contract.

Enclosed you will find copies of a preliminary plan, prepared by Stevens, Thompson & Runyon, Inc., Engineers/planners, for the proposed relocation of the City's water and sewer lines. We have been advised that the final relocation plans will follow closely this preliminary plan.

It is suggested that, in your request for concurrence in award, you propose that the BPR waive the requirement of a permit for Oregon City's relocated facilities.

F. D. Morgan
Construction Engineer

NOTED
F.B KLABOE

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe
J. F. Hagemann
L. W. Rulien
R. H. Rumbolz

RECEIVED
JAN 4 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(10) Willamette R. (W. Linn) Br. 1967
298 Sec. of the E. Portland Frwy.
#7105 (Grad., Pav., Stru., Sign. & Ill.) #2

C & A 3125
3132
3505
3552

RR 597

C

OREGON STATE HIGHWAY DEPARTMENT

FROM: FILES

TO: Co-City Div. (Harwell)

SUBJECT: West Linn Bridge (I-205)
24" water main
I-205-1 [illegible]

DATE: 12-29-67

1105 The City of West Linn has indicated a desire to delete the 24" water main, bid item #99, from State's contract and negotiate with contractor of City's choice. This matter has been discussed by City with State's contractor & they have indicated a willingness to cooperate in this regards. However, after discussion among various OSHD officials I telephoned Mayor Frank Schumaker re following options:

1- Delete item from contract entirely
2- Delete & City deal directly with Will-West Corp. & D.M. Drake, Inc
3- Accept item as bid & submit $115,000 lump sum or time payment

L.H. Young called Mayor Schumaker & reiterated the above & requested City & WWC-DMD (contractor) negotiate the matter in a satisfactory manner as stipulated above by any one of the options & if it be the City desire to need additional time, that they request a letter from contractor to State indicating contractor's willingness to cooperate to this effect. Letter forthcoming prior to award

D. N. Harwell
(SIGNATURE)

cc: R.L. Porter, Tom Edwards, F.B Klaboe
L.H. Young, I.D. Merchant

PLEASE REPLY HERE

NOTED
TOM EDWARDS

8

CC: ____________ ____________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

RECEIVED
JAN 30 1968
OFFICE OF
ADMINISTRATOR - ENGINEER
FOR FILE
I-205-7(11)

CITY OF WEST LINN

WEST LINN, OREGON

December 28, 1967

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Cox:

SUBJECT: I-205 Bridge - 24" Water Main

The City of West Linn wishes to exercise its right to delete Bid Item #99 from the proposal to the Oregon State Highway Commission submitted by Willamette-Western Corporation et al. As you are aware, our Engineering Estimate for this item was substantially less than $115,000 and because of this we wish to negotiate with a Pipe Laying Contractor of our own choice.

We have had recent discussions with principals of Willamette-Western Corporation et al and an agreement was reached as explained in the letter attached.

Yours very truly,

R. W. Dippner
City Administrator

RWD:dp
Enclosure
cc: Gen. Corr.
I-205 File
Les Wierson

RECEIVED
DEC 29 1967
ENGINEER
CITY DIVISION

C

RECEIVED
JAN 2 -

FOR FILING

I-205-7
7105

32-34

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

Reference is made to your December 11 letter with enclosure concerning Mr. Ed S. Torrence's complaint that the Oregon State Highway Department has changed the original specifications on West Linn Bridge, West Linn, Oregon, to permit sand blasting and painting of steel by in-plant out-of-State labor. We have learned that this bridge will be constructed as Federal-aid Project I-205-7(10).

From the information provided we see nothing objectionable about permitting sand blasting and painting of steel to be performed by in-plant out-of-State labor. In fact, much of this type of work is normally performed in the fabricating plant rather than on the project site. Under these circumstances, the original specification requirement that this work be performed on the project site may have operated to discriminate against the employment of labor from other States. The Federal-aid highway regulations prohibit the States from discriminating in this manner.

However, we do not feel that we have sufficient detailed information here in our Washington office to provide a basis for a complete response to your letter. We are therefore asking our field office in Oregon to investigate this matter and will inform you further upon receipt of their report.

We are returning the enclosure which accompanied your letter.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

R. L. PORTER

Enclosure

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

LLC279 WA253
(BU) PD 9 EXTRA WASHINGTON DC 10 902P EST
HONORABLE WENDELL WYATT, DELIVER 830AM DEC 11 10 PM 51
1030 LONGWORTH HOUSE OFFICE BLDG WASHDC

HAVE RELIABLE INFORMATION THAT OREGON STATE HIGHWAY COMMISSION HAS ARBITRARILY CHANGED ORIGINAL SPECIFICATIONS ON WEST LYNN BRIDGE WEST LYNN OREGON TO NOW PERMIT SAND BLASTING AND PAINTING OF STEEL TO BE PROFORMED BY IN-PLANT OUT OF STATE LABOR. ORIGINAL SPECIFICATIONS SPECIFICALLY CALL FOR THIS WORK TO BE PROFORMED ON JOB SITE. IF CHANGE IS PERMITTED OREGON PAINTINC CONTRACTORS AND JOURNEYMEN WILL BE DEPRIEVED OF A SUBSTANTIAL PORTION OF WORK. PRIME CONTRACT TO BE AWARDED THURSDAY DECEMBER 14TH. URGENTLY REQUEST YOU EXERT BEST EFFORTS TO RESTORE THIS WORK TO OREGON BUSINESS AND LABOR AS PROVIDED IN ORIGINAL SPECIFICATIONS . THIS JOB IS PART OF INTERSTATE HIGHWAY SYSTEM

ED S TORRENCE DIRECTOR INDUSTRY AND GOVERNMENTAL RELATIONS

SF1201(R2-65)

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS
DL=Day Letter
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WWA253--2

10 PM 51

PAINTING AND DECORATING CONTRACTORS OF AMERICA 1629 K ST NORTHWEST.

SF1201(R2-65)

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

~~Fred W. Hill, Member~~
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 18 1967
NOW FILING

I-205-7(10)298
7105

December 15, 1967

Oregon City Council
City Hall
Oregon City, Oregon 97045

Attention: Mr. Alfred Simonson
City Manager

Gentlemen:

We wish to inform you that bids were received on the West Linn-Oregon City Bridge (I-205) on Wednesday, December 14, 1967, and an apparent low bid was received from Willamette-Western Corporation and Donald M. Drake Company of Portland, Oregon, in the amount of $15,845,989.

A total of seven bids was received on this project with the next two apparent low bidders being Guy F. Atkinson, $15,875,056, and Peter Keiwit Company, $16,083,099.45.

Enclosed for your information is a copy of the comparison of bids of the various contractors who submitted bids on this project.

Merry Christmas and Happy New Year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. D. Cox
H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

DND:mm
Encl.

cc: Clackamas County Board of Commissioners

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young

RECEIVED
DEC 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 18 1967
FOR FILING

I-205-7(10)298
7165

December 15, 1967

City Council of West Linn
City Hall
West Linn, Oregon 97068

Attention: Mr. R. W. Dippner, City Administrator

Gentlemen:

Pursuant to the agreements dated December 8, 1965, and October 6, 1966, related correspondence, and various discussions between City and State officials, we wish to inform you that bids were received on the West Linn-Oregon City Bridge (I-205) on December 14, 1967. The apparent low bid was received from Willamette-Western Corporation and Donald M. Drake Company of Portland, Oregon, in the amount of $15,845,989.

The next two apparent low bids were received from Guy F. Atkinson, $15,875,056, and Peter Keiwit Company, $16,083,099.45.

Incorporated into the bid items was a lump sum bid of $115,000 for the installation of the water line on the structure. If the City of West Linn desires the placement of such by State's contractor, then an advance deposit of $115,000 is required prior to award of the contract.

Please give this matter your earliest consideration and if concurrence is obtained from the West Linn City Council for State's contractor to perform this work, forward the advance deposit of $115,000 payable by check or warrant to the Oregon State Highway Commission.

Per your request we are forwarding a copy of the comparison of bids of the various contractors who submitted bids on this project.

We trust this is in accordance with the mutual understanding of the parties concerned and invite any questions in its regard.

A Merry Christmas and Happy New Year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

bc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
Floyd Query
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
L. W. Rulien

DMH:mm
Encl.

1 1967

NOTED
FORREST COOPER

[illegible]

SUPPLEMENTAL NOTICE TO CONTRACTORS

December 14, 1967.

ADVANCE COPY
SUBJECT TO REVISION

Sealed bids on the following projects will be received and opened by the State Highway Commission in Room 122, State Highway Building, Salem, Oregon, at 9:00 a.m., Thursday, December 14, 1967. Awards will be made by the Highway Commission within a few days after bids are opened.

BIDS TO BE OPENED AT 9:00 A.M., THURSDAY, DECEMBER 14, 1967

(1) CLACKAMAS COUNTY: Willamette River (West Linn) Bridge Section of the East Portland Freeway near Oregon City. Federal-aid Interstate Highway Project No. I-205-7(10)298. 0.64 mile grading, paving, structure, signing, signals and illumination. Req. approx. 385,500 cu. yds. emb. in place; 1,900 tons cr. base; 31,500 tons cr. base (plant mixed); 13,200 tons bituminus base; 10,400 tons asph. conc.; 50 tons RC-250 asph.; 14 conc. manholes; 41 conc. inlets; 4,270 lin. ft. guardrail; 10 acres seeding and mulching; 14,700 cu. yds. special rock backfill; 85,300 lin. ft. steel piling (532 piles); 1,938 lin. ft. prestressed conc. piling (26 piles); 38,630 cu. yds. Class "A" conc.; 6,519,600 lbs. reinf.; 23,018,600 lbs. struc. steel; 8,564 lin. ft. met. parapet railing; 650 lin. ft. expansion joints; 3 cantilever sign struc.; 2 sign bridge structures; sign illumination; 7,651 sq. ft. signs; highway illumination; navigation light installation; traffic signals. Complete by November 30, 1969.

(2) DESCHUTES COUNTY: Franklin Avenue-Greenwood Avenue (Bend) Section of the Central Oregon Highway. State Project. Traffic Signals. Req. approx. 9 steel poles with mast arms; 1,428 ft. messenger cable; 630 ft. rigid conduit; 10 cabinets; 21,875 ft. wire; 12 pedestrian signals; 19 vehicle signals with backboards; 9 cu. yds. portland cement conc. and 6 tons asph. conc. Completion time 200 calendar days.

(3) DESCHUTES COUNTY: Squaw Creek Bridge on FAS No. 853 in the City of Sisters. Federal-aid Secondary Highway Project No. S-377(2). Req. approx. 120 cu. yds. Class "A" conc.; 8 prestressed conc. slabs; 17,800 lbs. reinf.; and 88 feet met. rail. Completion time 80 calendar days.

(4) DOUGLAS COUNTY: Harvard Boulevard at V. A. Entrance (Roseburg) Section of City Street. This is a City Project and bids are being received in behalf of the City of Roseburg. All bids received will be referred to the City of Roseburg. Traffic Signals Revision. Req. approx. 260 ft. messenger cable; 38 ft. rigid conduit; 4 cabinets; 2,780 ft. T/W wire; 310 ft. control cable; 1 controller; 9 vehicle signals; 1 loop detector amplifier; 20 gals. epoxy resin and 4 cu. yds. portland cement conc. Completion time 200 calendar days.

(5) HARNEY COUNTY: Eagan Avenue-Broadway Avenue (Burns) Section of the Central Oregon Highway. State Project. Traffic Signal Installation. Req. approx. 8 steel poles with mast arms; 1,460 ft. messenger cable; 610 ft. conduit; 10 steel cabinets; 6,180 ft. wire; 2 pretimed controllers; 8 pedestrian signals; 16 vehicle signals; 3 tons asph. conc. and 14 cu. yds. portland cement conc. Completion time 190 calendar days.

~~OREGON STATE HIGHWAY COMMISSION~~

S LEMENTAL NOTICE TO CONTRACTORS

~~December 14, 1967~~

ADVANCE COPY
SUBJECT TO REVISION

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RECEIVED
DEC 11 1967

I-205-7(10)298

2105

December 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Willamette River (West Linn) Bridge
Project No. I-205-7(10)298

Dear Sir:

In response to your comments in paragraph 3 of your P.S. & E. letter concerning "Thermoplastic Lane Striping", we submit the following:

> The term "interim striping" as used in paragraph 1 of PPM 21-9-67 does not apply to the application and removal of temporary striping which is necessary to handle traffic during construction; therefore, justification is not necessary. This is temporary striping to deny access to the left turn refuge ("OS$_2$ Line Sta. 732+75 to Sta. 735+60) to handle traffic during construction and will be removed when construction of the interchange is complete.
>
> The resident engineer showing this project has been contacted in regard to the thermoplastic lane striping. As of this date, one contractor has asked clarification of the plans and specifications.
>
> In all probability, we should have asked for bids on a quantity basis rather than a lump sum basis. The estimate was based on 100 sq.ft. of 4-inch line and 410 sq.ft. of 12-inch line. The resident engineer has been informed of these quantities.

No further action is anticipated regarding this item because of the limited time remaining before the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:la
cc: F. B. Klaboe
F. B. Crandall
C. O. Swanson
R. N. Chase

FOR FILES

I-205-7(10)

7165

RECEIVED
DEC 13 1967
ENGINEER
COUNTY & CITY DIVISION

December 11, 1967

NOTED
F. B. KLABOE

Mayor Frank McElroy
City of Oregon City
City Hall
Oregon City, Oregon 97045

Dear Sir:

The Board of Commissioners of Clackamas County is vitally interested in maintaining a suitable facility for the many thousands of sportsmen that have used the Sportscraft Boat launching site and the facility of the Clackamette Park area.

With the proposed I-205 Oregon City-West Linn bridge it appears that the Sportscraft landing may be lost to the sportsmen of this area. It further appears to this Board that the efficiency of the boat launching sites in the vicinity of Clackamette Park are inadequate and impractical.

In view of the observations indicated in this letter, please be advised that the Clackamas County Board of Commissioners would be most receptive to entering into a cooperative agreement with Oregon City and the State of Oregon for the purpose of constructing a suitable boat basin in Clackamette Park to accomodate the throngs of fishermen and others who are seeking to launch their boats in the Oregon City area for fishing and pleasure purposes.

Please be further advised that the Clackamas County budget is of the most limited nature; nevertheless, it is the opinion of this Board that with proper compensation by the State Highway Department for the loss of the use of the Sportscraft site and a reasonable additional contribution by the State, by the participation of Clackamas County with its monies drived from the Oregon Marine Facility Fund, and from financial assistance on the part of the City of Oregon City, a facility such as the boat basin at Cascade Locks could be developed at Clackamette Park for the use of the sportsmen and boating enthusiasts of the Metropolitan Portland area.

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DEC 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

With the above in mind it is the request of this Board that a suitable date and time be arranged to discuss this matter with the Council member of the City of Oregon City and Mr. Cy Cox of the State Highway Department.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Stan Skoko
Chairman

Fred Stefani
Commissioner

Commissioner

SSS/ls
cc: Mr. Cy Cox
State Highway Department

RECEIVED
DEC 6 - 1967

I-205-7(10)5

7105

December 5, 1967

Mr. Dale Fischer
Forwest Steel Service Center
Post Office Box 632
Eugene, Oregon 97401

Dear Mr. Fischer:

I have read with interest your November 27 letter relating to the West Linn-Oregon City Bridge.

This is the first request or indication in many months that suggests simpler designs or more prosaic types of structures. For the past four or five years the Department has been under constant pressure to provide more esthetically attractive bridges and while we have held the line on economy as far as possible, we admit that the trend is toward bridges with greater architectural consideration. The demands at the West Linn-Oregon City situation were originally for some type of arch, suspension bridge, or other structure that would be esthetic and unique. While this was not practical or possible, the Department's consultant was instructed to use a moderate esthetic approach to this particular project.

After reviewing several preliminary sketches and designs, the present plan was selected by this Department (and not be any one individual) and approved by the federal Bureau of Public Roads as being a reasonable overall solution. As you know, the Willamette River in this area is used by sportsmen and pleasure boat enthusiasts, and the piers and underside of the bridge will be largely open to public view.

It occurs to me that the Department's responsibility is to provide the best design which in the Highway Commission's opinion will fit the conditions. The calling for bids on alternates can only result in drawn-out controversy and demands for justification of one scheme over the other. The Department has had some experience with this situation on preliminary ideas for the Fremont Bridge in the city of Portland. In this latter instance, a competent consultant prepared seven alternate designs which resulted in lengthy debate and discussion, with most of the argument for greater esthetic consideration. As far as I can tell, this trend is also present in other jurisdictions and I believe the San Mateo Creek Bridge in California is a case in point.

I am always glad to discuss such matters and if there is something additional that should be covered, do not hesitate to contact us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

bcc Highway Commission
Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

Farwest Steel Service Center
P. O. BOX 632
EUGENE, OREGON 97401

November 27, 1967

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Porter:

You presently have out for bid the Willamette River (West Linn) Bridge Section of the East Portland Freeway Highway. The project covers grading, paving structures and traffic control devices. A job of this magnitude unavoidably creates much comment and discussion. In fact, this and many other bridge structures are the constant target of beautification groups which at times are totally oblivious to the cost of the project. Generally, the taxpayer has little or no chance to be heard and perhaps in this instance, my comments are too late. It appears to many of the esthetic groups that the taxpayer generally is not interested in a highway project. After all, the highways are usually paid for by user taxes. It is never considered that a dollar saved is a dollar earned for another project.

The esthetic features drawn into this bridge design are subject to the phrase, "Each to his own liking." I personally, along with a few others, do not think this new bridge will be any prettier or fit the scheme of nature, blending into the surroundings, in any better way than a simpler bridge might fit the tastes of the economy minded.

The bridge as designed will be more difficult to build than a bridge with fewer curves, arches and what have you . . . all for architecturally esthetic qualities.

I am sure your very competent engineers could design an equally efficient bridge, less expensive by many dollars. Therefore, why, if not in this instance but in future designs, do you not accept or call for alternate bids on a simpler and perhaps even more esthetically pleasing structure? " Let the dollar dictate the design." The completion of more and more highway projects with the same dollar will mean the public can use these results for perusing the countryside in an easier manner. Our construction is always behind our traffic. The closer we come to catching up will mean more enjoyable driving and less traffic, giving us a chance to enjoy the areas through which we drive.

This letter does not demand an answer. I think I will have it in the price of the structure after the bids are opened. Perhaps at that time, you will reflect on the price of the forming and give me a comparison with what might have been the taxpayer's costs and savings. I am attaching a page from your plans covering bridge 9403. Tapering columns are not necessarily bad but do they have to be fluted as they are at each corner? Think of the forming difficulties at the top of the columns where they blend into the arches. I cannot help but believe that the carpenters' union business agent dictated this to the designer. I must admit the bridge will have as many curves as a Renaissance statue. In spite of this, I think there is possibly much beauty in simplicity. I believe it was the art critic, Vincent Price, who said "Esthetics is the hernia on the soul of philosophy." A loaf of bread does not have to be beautiful if it is pleasantly edible.

I was going to close with the above paragraph but I cannot help but believe that the State should call for an alternate set of plans. My people here at Farwest Steel tell me it will cost three times as much to estimate the rebar in this bridge as compared to one of a simpler design because it is difficult and we will have to include a higher percentage for errors and omissions. The detailing and the fabrication will cost at least double. Until we have estimated the rebar in the structure, I cannot comment as to the amount of steel required in this design. I am sure the Highway Commissioners ought to review these plans and, above all, not rush into the acceptance of the low bid until after a thorough review of bids is made. As a finishing remark, please think of how difficult it is going to be to smooth and grind the curved surfaces of the concrete as called for in this set of plans.

Yours very truly,

FARWEST STEEL SERVICE CENTER

Dale Fischer

Dale Fischer

DF:dr

cc: Mr. Tom Edwards
Chief Highway Engineer

cc: Mr. Glenn L. Jackson, Chairman
State Highway Commission

cc: Mr. David B. Simpson, Commissioner
State Highway Commission

cc: Mr. Fred W. Hill, Commissioner
State Highway Commission

RECEIVED
DEC 2 - 1967

FOR FILING

I-205-7(16)298

7105

December 4, 1967

Mr. L. A. Napper
District Chief Engineer
Bethlehem Steel Corporation
1601 Atlas Road
Richmond, California 94804

Dear Mr. Napper:

In response to your letter of November 28, we have considered the painting problem for the proposed West Linn-Oregon City Bridge.

An addendum eliminating the phrase "...'near the job site' shall be understood to mean a location within twenty miles of the bridge location..." will be made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral 6455)
Ivan Merchant (enc.) - Take appropriate action.

.6455

NOV 30 67

Bethlehem Steel Corporation

FABRICATED STEEL CONSTRUCTION
1601 ATLAS ROAD
RICHMOND, CALIF. 94804

WEST COAST DISTRICT
L. A. NAPPER
DISTRICT CHIEF ENGINEER
R. M. KLITGAARD
MANAGER OF WORKS
H. M. PITNEY
DISTRICT MANAGER OF ERECTION

BETHLEHEM STEEL

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

November 28, 1967

Mr. Forrest Cooper
Highway Engineer
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We are in the process of preparing a bid for this project and have noted on page 39 of the Special Provisions that "the contractor shall do all the painting work, except the final finish coat, in a paint shop near the job site prior to erection of steel. 'Near the job site' shall be understood to mean a location within twenty miles of the bridge location".

Porty

We feel that this requirement is restrictive and would like to ask that cleaning and painting be permitted to be done in the fabricators shop. We feel that by having this paint applied in the fabricators shop that the State would receive just as good if not better paint job due to the better cleaning, painting and handling facilities in an established shop. Bethlehem fabricating shops are equipped with blasting equipment which cleans the steel prior to fabrication and then after fabrication sends the material through a blast house or blast area prior to being painted.

If the fabricated steel was shipped to an area near the bridge site, the advantage of blasting prior to fabrication would be lost. Requiring that cleaning and painting be done other than at the fabricators shop involves extra costs, such as: rental of land and covered facilities; rental of special handling equipment (many pieces will be shipped that weight over 50 tons); extra hauling, etc. A preliminary investigation indicates that these extra costs could be over $250,000.00

We are in the process of investigating the various facilities within 20 miles of the bridge site and there might be a time problem in cleaning, painting and rehandling in a separate area from the fabricating shop, in the time allowed for the project. Therefore we feel that it is in the best interest of the State of Oregon to have the option of painting the structural steel in the fabricators shop. A prompt reply would be appreciated.

L. A. Napper
L. A. Napper
District Chief Engineer

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LAN/jw
cc: J. Merchant

DEC 1967

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(10)298
7105

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 28, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
Grading, Paving, Structures and Signing

We accept the justification submitted by Mr. Morgan's November 15, 1967 letter on the "CA" and "PA" roadway widths on the subject project and we therefore remove the participation limits of numbered paragraph 6 of our November 9, 1967 PS&E memorandum.

We also acknowledge Mr. Young's November 20, 1967 letter concerning recreational and historical resources, and find that your solution advanced for the Sportscraft Landing appears satisfactory.

11-30-67

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

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NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
[illegible] METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

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DEC 1 1967

FOR FILING
I-205-7(11) 2MV
7105

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

November 27, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 28 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in further reply to your letter of November 6, 1967, which enclosed plans for several projects.

We originally replied on November 14, 1967, to the plans for "Willamette River Bridge Section (West Linn)."

A recent field report indicates that the project entitled, "Clarno Section, Shaniko-Fossil Highway, Wasco and Wheeler Counties," will present no problem to the fishery resource. A steelhead trout fishery exists in this area from September through March, and excessive silt should be controlled during that period. The plans are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski by ln
R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC
11-28-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fw

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NOV 30 1967

UNITED STATES GOVERNMENT

Memorandum

Klabo

I 205-7(10)298

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 27, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7105 A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
Grading, Paving, Structures, and Signing

Please revise the first sentence in our November 9, 1967 PS&E memorandum on the subject project under the paragraph denoted Utilities as follows:

> Mr. Litchfield's November 6, 1967 Utility Status Report indicates both reimbursable and nonreimbursable utility adjustments are involved and certain reimbursable work will be on a participating basis.

Also, please add the following sentence after the paragraph denoted Utilities:

> It is understood that portions of the City-owned utilities will be adjusted by the contractor during the performance of this contract as Federal-aid participating adjustments.

11-29-67

REFERRED TO
Litchfield
BY ASST. STATE HWY. ENGR.

NOTE:
F. B. KLABO

RECEIVED
NOV 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 27 1967

FOR FILING

I-205-7(10) 298

7105

November 24, 1967

Mr. Alfred Simonson
General Manager
City Hall
Oregon City, Oregon 97045

6172

Dear Mr. Simonson:

Your letter of November 10 requested additional discussions concerning the proposed traffic signals and luminaire units on the Oregon City-West Linn Bridge at its easterly interchange.

Mr. Larry Rulien, our Division Engineer, will contact you on this matter to establish a meeting date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.) - Will you and Bud George please contact Mr. Simonson and go over the revised illumination and signal plans with him.

LEG:mk ja

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

RECEIVED
NOV
TRAFFIC ENGINEERING

November 10, 1967

State Highway Department
Salem, Oregon

Attention: Mr. Tom Edwards
Ass't. State Highway Engineer

Gentlemen:

Reference is made to your October 24, 1967 letter and copies of the State-City agreement covering installation of traffic signals and luminaire units on the Oregon City-West Linn Bridge and its easterly approaches.

The City Commission at its regular meeting last evening continued action regarding execution of this agreement and request a complete review of the facts and stipulations contained in the agreement.

We would ask you at your convenience to indicate a time when you might be available for such additional discussions. Please contact my office to coordinate a time for such a meeting.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: Mr. F. B. Crandall
Mr. L. W. Rulien

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NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Bud
Discuss

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NOV 27 1967

I-205-7(10)

7105

MEMO TO FILES November 22, 1967

Oregon City-West Linn Bridge
I-205 (State Highway No. 64)

Tuesday November 21, 1967, Don Harwell and the undersigned met with Larry Rulien, Carrol Keasey, and John Scott at Division I's office to discuss status of negotiations with Crown Zellerbach Corp. re their property in the vicinity of the I-205 bridge across the Willamette River between Oregon City and West Linn.

Division I engineers are most apprehensive about adverse publicity and public reaction in conjunction with displacement of operations of Sportscraft Landing facility.

Mr. Scott reiterated that the State could only negotiate with property owners, being Crown Zellerbach, and that to date C.Z. had not expressed any particular concern either for Sportscraft Landing or Oregon City Boom.

At 2 p.m. Harwell and myself met with Al Simonson, Jack Donahue, and John Buol of Oregon City. Nothing new was presented on either side except that the City Manager told us that he had been instructed by the City Council to advise us that operators of Sportscraft Landing must either be provided with access or be re-established in the general vicinity. State may soon expect demands by City that access be provided to Blocks 43 and 44; however agreements have been negotiated with the city pertaining to severance of access to this vicinity. It is apparent that extreme pressure is being applied to the City of Oregon City for public access.

H. S. Cox

H. S. Cox
County and City Engineer

HSC:mm

cc: R. L. Porter
F. B. Klaboe
L. P. Shaw
V. D. Wolfe
David Talbot
D. H. Moehring
F. D. Morgan
L. W. Rulien

NOTED
R. L. PORTER

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NOV 24 1967
FOR FILE

I-205-7(10)298

7165

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 21, 1967

To: MEMO TO FILE

SUBJECT: Signing
Oregon City-West Linn Bridge

This is to document for the file the fact that Gordon Brooks and the writer have arranged to revise the location of the sign bridge at the West Linn connection to the Oregon City-West Linn Bridge such that a more efficient placement of the signs will be possible, and also such that it will be possible to utilize the sign bridge as a support for the traffic signal installation. Work on this will be transmitted to the plan holders as soon as possible.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

cc: Tom Edwards ✓ (Attach.)

NOTED
TOM EDWARDS

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NOV 2[illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV [illegible]

I-205-7(10)

7105

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 20, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Division Right of Way Off
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290 (Right of Way)
Clackamas River - Junction Interstate 5 and
Oregon Project I-205-7(10)298
Willamette River Bridge
Limits of Interstate Fund Participation
(Our November 16, 1966 authorization letter and
August 22, 1967 letter approving the right of way plans)

Numbered paragraph 3 of our November 16, 1966 letter limited Interstate fund participation in the Oregon City Interchange to that area indicated on the interchange design which we approved on September 14, 1966. The approved reduced right of way plans returned with our August 22, 1967 letter inadvertently included two parcels of land lying adjacent to the interchange. These are file nos. 41458(1) and 41458(2) which lie northerly of approximate Station "PA" 24+35.

At a meeting on November 13, attended by your Messrs. R. N. Chase and D. A. Ridings and our Messrs. H. A. Schell and J. H. Girvin, it was agreed that there would be Interstate fund participation in file nos. 39912(4), (5), and (9) as well as file no. 42235. There is a small portion of file 39912(4) also lying northerly of Station "PA" 24+35 which would normally be outside the limits of participation; however, due to its small size and the fact that other land is being taken from the same ownership, we are agreeable to allowing Interstate fund participation in its purchase. Interstate funds, however, will not participate in the acquisition of file nos. 41458(1) and (2).

11-29-67
[illegible]
Young

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NOV 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 21 1967

FOR FILING

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7105

Salem, Oregon
November 20, 1967

Willamette River (West Linn)
Bridge Section

MEMORANDUM TO THE FILES

Mr. Bob M. Gladden, representative of the CH_2M Company, brought in detailed plans and specifications for the City of West Linn utility change. These specifications contained 41 bid items, their net cost being approximately $25,000.

It is proposed to add this work to the bridge contract, which has been previously advertised. We are in the process of getting out an addendum letter to the bridge contract. However, as these individual bid items are of a somewhat different character and are of minimal value compared to the overall cost of the $16,000,000 project, it did not seem that we could be assured of receiving favorable or competitive bids. I discussed this with Messrs. Litchfield, Swenson, and John Day. It was my idea that this could probably go as a price agreement, or extra work, as economically.

For this reason, I contacted Mr. Gordon Brooks of the BPR, discussed the matter with him, and explained that the water main on the main structure would be a part of the contract, with this remainder, consisting mostly of minor work, to be done as extra work. He concurred in the thinking that this could be classed as extra work in the contract.

L. H. Young
Office Engineer

LHY:la

cc: A. W. Parsons, Attention: Gordon Brooks
Ted Litchfield
C. G. Swenson

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NOV 20 1967
FOR FILING
I-205-7(10)298
2165

November 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Our P.S. & E. letter for the Willamette River (West Linn) Bridge Section, Project No. I-205-7(10)298, stated we had contacted the Fish Commission, Game Commission, public bodies responsible for recreation and historical resources, but had not received their replies.

In compliance with IM 22-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure be taken other than a normal amount of precaution to protect their interest. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum, May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, the City of West Linn had no objections. Clackamas County's reply indicated they have correspondence registering opposition to the project on the grounds of interference with recreational resources. This opposition is in connection with the "Sportscraft Landing" facility, a private enterprise, whose present access is being eliminated by widening highway 99E Westerly, at Sta. 40+50.

The Sportscraft Landing occupies river front property owned by Crown Zellerbach Corporation with a one year lease which has been renewed each year since 1958. This is a nonrevenue lease and is cancelable upon 90 day notice.

We are now negotiating for the Crown property. Should negotiations fail condemnation proceedings will be initiated. Sportscraft Landing facility will be dealt with in connection with the Crown Zellerback file.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr
cc: F. B. Klaboe
D. H. Moehring
I. D. Merchant
R. N. Chase

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

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NOV 16 1967
FOR FILING

I-205-7(15) .9V

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 15 1967
CONSTRUCTION
DIVISION

November 14, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to a portion of your letter of November 6, 1967, which enclosed the plan title sheets for two projects.

We have no objection to the following project, with the understanding that normal statutory procedures are followed regarding any use of explosives in the river:

"Willamette River (West Linn) Bridge Section, East Portland Freeway, Clackamas County."

The plans for the Clarno Section, Shaniko-Fossil Highway, have been sent to the field for investigation and we will reply separately on that project as soon as possible.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F.B. KLABOE

ROK/ln
cc: Director, OFC
11-15-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
A. F. Parson (2)
fw

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NOV 15 1967
OFFICE
STATE HIGHWAY ENGINEER

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NOV 15 1967

FOR FILING

I-205-7(10)298

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Salem, Oregon
November ~~14~~, 1967
13

MEMORANDUM TO THE FILES

Project I-205-7(4)290 (R/W)
Project I-205-7(10)298 (Willamette River Bridge Section)

This is to document a meeting at the Bureau of Public Roads' office today, attended by Messrs. H. S. Schell (BPR), J. H. Girvin (BPR), R. N. Chase (Hwy. Dept.) and D. A. Ridings (Hwy. Dept.), relative to the limits of Interstate participation for the improvement of Highway 99E under the subject project.

(1) Project I-205-7(4)290 (Right of Way)

It was agreed that the following right-of-way parcels, required to provide access to the properties on the west side of Highway 99E, between ℄ Stations 25+00 and 37+00, File Nos. 39912 (4), 39912 (5), 39912 (9) and 42235, are eligible for interstate participation. The access eliminated is opposite ℄ Station 29+00 and is within the limits of Interstate participation as indicated on the Oregon City Interchange I-205 design plans approved by the BPR September 16, 1966.

(2) Project I-205-7(10)298 (Willamette R. Bridge Section)

It was agreed that the construction of the "PA" line between Stations 29+68.56 and 26+08.56 and the "CA" line Stations 26+08.56 to 31+50 is eligible for Interstate participation to provide access to the properties on the westerly side of Highway 99E on the same basis as the right of way for said access road described in (1) above.

The BPR representatives questioned the necessity for a 36' paved access road, as shown on the construction plans; and, if adequate justification of the width of 36' is not provided, the Interstate participation will be limited to cost of lower standard roadway as established by BPR based on justification furnished by the State.

The P.S. & E. documents will be revised to include the eligible construction quantities and costs of the access road described above.

R. N. Chase
Federal-Aid Engineer

RNC:la

cc: L. H. Young
D. H. Moehring
Frank Hall
M. Mitchell
C. H. Maison
H. A. Schell (BPR)

I-205-7[illegible]
7/C5

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

November 10, 1967

Oregon State Highway Department
County and City Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed please find your form complying with the requirements of the Bureau of Public Roads covering protection of public resources, such as recreational areas, etc. in connection with the construction of the Willamette River (West Linn) Bridge Section of I-205.

We have listed protests of record in this office, all regarding the same basic subject, namely, the isolation or cutting-off of that Willamette River frontage property located south of the Abernethy Creek confluence with the Willamette River on the easterly or Oregon City side, now owned by Crown Zellerbach Corporation and occupied by Mr. and Mrs. Huff, operators of Sportcraft Landing.

We would also like to call your attention to the public dedication of streets and alleys in this same area that will be isolated from the use of the general public through lack of access.

This action was considered and authorized by the Oregon City Commission at its regular meeting held on November 9, 1967.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

Enc.

RECEIVED
NOV 13 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOV 20 1967

FOR FILING

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7165

3P*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 10, 1967

NOTED
R. L PORTER

SUBJECT:
City Council Meeting
East Portland Freeway
West Linn

To:
Memo to the File

NOTED
F B KLABOE

At 8 P.M. on Wednesday, November 8, Mr. Don Harwell and I attended the City Council Meeting at the request of the City of West Linn in order to answer questions relative to a proposed illumination agreement and also a proposed additional undercrossing. The results are as follows:

Illumination

The Mayor, Frank Schumaker, and the Council indicated concern that the caliber of the lighting proposed for the bridge and interchange area was of such high type that the power consumption (which we are asking the City to pay for) is inordinately high and would constitute a considerable burden on their budget. Figures which they had from P.G.E. indicated that their monthly bill for the lights provided in the first contract would run about $260 a month. In their minds they are, of course, anticipating the need and desirability of further lights with our next contract which would maybe give them a monthly bill of up to $500. This figure is, of course, $6,000 a year and their current lighting bill for the entire city is $18,000 a year.

I explained our policy relative to lights and indicated that it was usual for the cities to come to us and request illumination of interchanges, and also to my knowledge the local jurisdiction was paying for the power on all Interstate illumination that has been provided to date. They had no particular quarrel with the policy, and they also indicated that they felt that the illumination was necessary; however, they did urge and request that the illumination be studied to see if the energy requirements could not be reduced. I advised the mayor that this would be reviewed and that he would be advised of the results of the review.

Additional Undercrossing

There were a couple of citizens present at the Council Meeting that made a request to the Council for an undercrossing of the proposed freeway for 13th Street in the Willamette area of West Linn. The mayor asked that we discuss the proposition. We reviewed the

REFERRED TO
Porter
By Asst. State Hwy. Engr
Info

selection of interchanges and the fact that 10th Street was chosen in consultation with the City (no one disagreed with this selection.) We also indicated that 13th Street is only three blocks removed from 10th, that 10th goes under the freeway, that to the west you can also get under the freeway at 19th and that the cost of providing for 13th was way beyond any justification that appeared. We indicated also that very rough estimates indicate the cost of such provision would be in excess of $600,000, that it was complicated by the fact that the ramps to 10th Street were already diverging from the freeway lanes, and that it just couldn't be done. We showed maps of the area and discussed the geometry. There was no further discussion after our presentation and I believe that the issue is "dead".

In summary, the request for an undercrossing will probably go no farther and the lighting plans should be reviewed, and the City expects further word from us as to any reduction in energy that can be hoped for.

L. W. Rulien
Division Engineer

LWR:fb
cc Tom Edwards
F. B. Klaboe
F. B. Crandall
H. S. Cox

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1967

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
MCKEE A. SMITH, SCAPPOOSE

I-265-7

7165

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1 1967
CONSTRUCTION DIVISION

November 10, 1967

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention F. D. Morgan

Dear Mr. Cooper:

We have reviewed the plan title sheet for the Willamette River (West Linn) bridge and the Clarno section, Shaniko-Fossil Highway drawings submitted by letter dated November 6, 1967.

Regarding the West Linn Bridge section, Frank Hall's office indicated the bridge section covered only the bridge, and Abernathy Creek structure will follow later. Thus we anticipate no fishery conflicts, and the bridge project is approved.

Construction of the loose riprap on the roadway embankments shown on the Clarno project should be during low water periods or berm provided to avoid silting the John Day River. If this is adhered to, the project is approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED
F. B. KLABOE

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

11-14-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
A. F. Parson (2)
fw

C

RECEIVED
JAN 5 - 1968
FOR FILING

I-205-7(10)298

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 9, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : C. H. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
Grading, Paving, Structures, and Signing

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The body of this letter outlines our "Memorandum of Understanding" about specific problems encountered during our initial review.

Right of Way: Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' October 30, 1967 report except for 22 outstanding files. We understand that these files are being negotiated and a waiver of right of way for these 22 files was approved by our Regional office on November 6, 1967. The Special Provisions advising the contractor of this nonavailability are satisfactory.

11-2?-67
letter

Utilities: Mr. Litchfield's November 6, 1967 Utility Status Report indicates that both State reimbursable and nonreimbursable utility adjustments are involved but that the reimbursable work will be on a Federal nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the appropriate utilities in your request for concurrence in award.

← Memdum letter
11-27-67

One Material Approval: As stated in Mr. Young's November 8, 1967 letter, the use of one material or product is limited to those items previously accepted including our November 6 approval of aluminum parapet rail.

(more)

REFERRED TO
Deputy State Hwy. Engr.

RECEIVED
NOV 2 1967

RECEIVED
NOV 24 1967
OFFICE ENGINEERING
DIVISION

[illegible]: Information on special measures by State conservation agencies has not been received, nor has concurrence by other appropriate public agencies been received. Prior to bid opening date you should advise this office of the clearance received or withdraw the project from the letting.

The original agreements dated December 14, 1965 with the Cities of West Linn and Oregon City covering traffic control measures and provisions for City-owned utility adjustments on this project were approved by this office on October 27, 1966.

Plans, Specifications and Estimates: Plans, Specifications, and Estimates are currently under review and we find the following items in need of additional study, and as submitted are unacceptable for Federal participation.

1. Signing is very confusing and cluttered. A serious attempt should be made to simplify the signing and to reduce the number and size of the signs. This office stands ready to consult with your office on this matter.

2. Lighting plans for the main structure show intensities almost four times as great as the maximum recommended by AASHO. We recommend a reduction in the luminaire size and an increase in the luminaire spacing. It appears that the consultant has not taken into consideration the added light from the pole on the opposite side of the roadway.

3. Thermoplastic lane striping is not clear on sheet number 5. The use of this material has not been supported according to IM 21-9-67 dated March 3, 1967 (copy enclosed). Participation will be withheld until the plan sheet is clear and the proper support submitted. ok

4. The "approach span undercovering" is estimated to cost considerably in excess of your original estimate of $255,200. Participation will be limited to a $300,000 bid item for this work. It is our understanding that this work will be a contingent item. Division letter #1 Possible deletion

5. Painting coats and their sequential placement are confusing on pages 40 and 41 of the Specifications (Sec. 414-3.4 and paragraph 3, Section 414-3.4c). Under Article 414-3.6 shouldn't the word "fabrication" be "erection"? Division letter #1

6. The "CA" and "PA" roadway line widths are inconsistent on the plans. The sections you have used do not comply with your OK 1-28-67 letter

(more)

standards and do not agree with the approved interchange plans. Participation will be limited to the approved Oregon City Interchange requirements.

7. Presplitting has been suggested in the rock cuts on the West bank side of the river. We will approve this work if it can be incorporated into the [illegible] to bidding.

8. [illegible] for the intersection of the freeway [illegible] Oswego Highway are located 130 feet from the intersection. It is felt that this distance is excessive. Study should be given to shifting the sign bridge diagonally across the roadway intersection and utilize the bridge for hanging signals. If this cannot be done, possibly the addition of a mast arm for the pedestrian signal pole in the "D" line island might be feasible.

A thorough study of all sign and signal placement in these areas should be accomplished to simplify the complicated arrangement.

Miscellaneous Authorization: After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $18,000.

Ok

Supplemental Standard Specifications: The following revised Supplemental Standard Specifications - inasmuch as our detailed review is not complete - are hereby conditionally approved for use on this project, with the understanding that you will make any corrections found necessary following completion of our review:

Div. II, Part 4, Structures (excluding Section 410) - October 1967
Div. II, Part 4, Structures, Section 410 - October 1967

The use of Article 102-1.3, Embankment Measure, and Article 330-3.22A, Profile Index (Supp. Stds. 3-1-67) are approved for use on this project.

Enclosures
Title Sheet
TM 21-9-67

RECEIVED
DEC 2 1967

FOR FILING
I-205-7(10)298
7105

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 9, 1967

In reply refer to: 08-35-EC

RECEIVED
1967
OFFICE OF
STATE HIGHWAY ENGINEER

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River (West Linn) Bridge Section
Grading, Paving, Structures, and Signing

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

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One Material Approval: As stated in Mr. Young's November 8, 1967 letter, the use of one material or product is limited to those items previously accepted including our November 6 approval of aluminum parapet rail.

NOTED
J. H. EDWARDS

RECEIVED
DEC 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

11-24-67 Edwards

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.

(more)

Copies
Marshall
Crandall
12-4-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Other Agency Approval: Information on special measures by State conservation agencies has not been received, nor has concurrence by other appropriate public agencies been received. Prior to bid opening date you should advise this office of the clearance received or withdraw the project from the letting.

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✓ 3. Thermoplastic lane striping is not clear on sheet number 5. The use of this material has not been supported according to IM 21-9-67 dated March 3, 1967 (copy enclosed). Participation will be withheld until the plan sheet is clear and the proper support submitted.

✓ 4. The "approach span undercovering" is estimated to cost considerably in excess of your original estimate of $255,200. Participation will be limited to a $300,000 bid item for this work. It is our understanding that this work will be a contingent item.

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6. The "CA" and "PA" roadway line widths are inconsistent on the plans. The sections you have used do not comply with your

(more)

standards and do not agree with the approved interchange plans. Participation will be limited to the approved Oregon City Interchange requirements.

7. Presplitting has been suggested in the rock cuts on the West Linn side of the river. We will approve this work if it can be incorporated into the plans prior to bidding.

8. Signals on sheet 2204 for the intersection of the freeway ramps with the Oswego Highway are located 130 feet from the intersection. It is felt that this distance is excessive. Study should be given to shifting the sign bridge diagonally across the roadway intersection and utilize the bridge for hanging signals. If this cannot be done, possibly the addition of a mast arm for the pedestrian signal pole in the "D" line island might be feasible.

A thorough study of all sign and signal placement in these areas should be accomplished to simplify the complicated arrangement.

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Div. II, Part 4, Structures (excluding Section 410) - October 1967
Div. II, Part 4, Structures, Section 410 - October 1967

The use of Article 102-1.3, Embankment Measure, and Article 330-3.22A, Profile Index (Supp. Stds. 3-1-67) are approved for use on this project.

Enclosures
Title Sheet
IM 21-9-67

1.

OREGON

25

1- IM file

520.8

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

25

March 31, 1967

INSTRUCTIONAL MEMORANDUM 21-9-67
32-29

SUBJECT: Pavement Marking

This memorandum supersedes our Circular Memorandum of March 2, 1964, on the subject of plastic pavement markings. The purpose of this memorandum is to define the general basis for Federal-aid participation in the use of pavement markings of all types.

As in the case of all traffic control devices, it is important that markings be uniform so that they may be recognized and readily understood by all drivers. The Manual on Uniform Traffic Control Devices, Part II, provides the standards for pavement markings that apply on Federal-aid projects.

The most common material used in pavement marking is reflectorized paint. In high-traffic volume urban areas, where frequent repainting operations may be hazardous to motorists and striping crews, other materials such as the hot-applied extruded thermoplastics and cold-laid plastics have been used. In areas where snow removal operations are not performed, various types and shapes of raised markers have been used. Other types of pavement markings are being developed, and it is not intended to limit consideration to those mentioned above. Strong encouragement should be given to the research on and evaluation of new and improved materials.

PARTICIPATION

(1) Pavement Markings on New or Reconstructed Federal-aid Highways - The first installation of pavement markings on new or reconstructed highways is classed as construction, and the costs are eligible for Federal-aid participation. Where a State desires to install interim striping and execute a later project for a more permanent marking, Federal-aid participation may be allowed in either installation, but not both. If participation is requested in the permanent installation, it should be clearly stated in the initial program.

The term "Interim Striping" as used above does not apply to the application and removal of temporary striping which is necessary to handle traffic during construction. This type of work for traffic control during construction is eligible for Federal-aid participation when included in the proposal as a contract item or is to be performed by State forces at agreed unit prices.

(more)

(2) Pavement Markings on Existing Highways - PPM 21-15, paragraph 4B, states:

> "Federal-aid highway construction funds may be used for projects to improve or install traffic control devices (including markings) on the Federal-aid primary and secondary systems when such projects contemplate new work or a substantial improvement to meet the accepted standards of the Uniform Manual (MUTCD) and when the work is construed to be construction rather than maintenance in nature."

Federal-aid funds are not to be used for repainting or reinstalling lane markings on existing highways where there was participation in the initial striping, nor are these funds to be used for restriping on completed highways where the existing markings are in compliance with the current traffic control device standards. Exception may be made in the installation of subsequent modified pavement markings on a completed highway when justification is furnished that would qualify the installation as a safety improvement project, in accordance with PPM 21-16, or as an experimental project, in accordance with PPM 60-2.

JUSTIFICATION FOR HIGHER COST MATERIALS

Justification for Federal-aid participation in pavement markings having a higher initial cost than the initial cost for other acceptable materials, shall be based on a cost-effectiveness comparison. This comparison should give consideration to annual cost, improved safety, daytime and nighttime effectiveness, life of the markers on both rigid and flexible pavement, replacement experience, predicted life, effectiveness in inclement weather, and other considerations that may apply. In making such an analysis, consideration must be given to the life of the pavement surface. For example, where a pavement is to be resurfaced in five years, a predicted markings life in excess of five years is not valid in a cost-effectiveness comparison.

Before granting approval for Federal-aid participation it should be established that the State has made arrangements to maintain the proposed marking in kind throughout its life. Also, justification for a marking material having higher initial cost than the initial cost of other acceptable materials should consider the State's practice to use the same type of material on State projects under similar conditions. Continuing approval of justifications involving only the initial application of a more costly material without assurance of replacement in kind, or without an established practice of similar installation on other than Federal-aid construction would be questionable.

Copies of all justifications shall be furnished to the Office of Engineering and Operations for informational purposes.

(more)

MATERIAL AND PRODUCT SELECTION

The provisions of Section 1.22, of the Regulations, Standards and Statements of Policy, for the Administration of Federal-aid for Highways, apply to pavement marking materials of all types, and to the work involved in their application to the highway whenever Federal-aid highway funds are to participate in the costs thereof. The specification for pavement markings should be written so as to insure full opportunity for competition among equivalent materials. Alternate shapes and materials should be permitted to avoid complications with patented or proprietary materials, products or application equipment. Reference is made to paragraph 16 of PPM 21-6.3.

G M Williams

G. M. Williams, Director
Office of Engineering and Operations

RECEIVED
NOV 13 1967

GOVERNMENT

Memorandum

I-205-7(10)298
1185

KLABO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 8, 1967

In reply refer to: 08-35-EC
Xref: I-205-7(4)29

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River Bridge
Right of Way Availability

The request for the waiver of availability of 22 parcels of right of way for the subject project submitted by Mr. Young's October 31 letter was approved by our Regional office. This approval is with the understanding your special provisions will advise the contractors of the availability of these parcels.

For your information we are attaching a copy of a November 3, 1967 memorandum to Mr. French from Mr. Swanson, Director of Right of Way and Location, concerning Parcel 39921 and the matter of the post office clearance to construct a new building. The Post Office Department appears willing to proceed with the necessary actions to obtain an early release of funds for their new building.

Enclosure
Cy Mr. Swansons 11-3-67 memo to Mr. French

orig to Young
copy to maintaining
11-10-67

NOTED
F.B. KLABO

RECEIVED
NOV 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Memorandum

DATE: NOV 6 1967

In reply refer to: 39-20

Act	Info		Init
		Div Eng	
		Eng Coord	
		Dir Eng	
	✓	Area A Eng	
		Dist Eng - B	
		Area B Eng	
		Planning	
		Rt of Way	
	✓	Bridge Eng	
	✓	99	
		Admin Mgr	
		Maint	
		File	

TO : Mr. E. M. French, Regional Federal Highway Administrator
08-00.7 Portland, Oregon

FROM : J. A. Swanson, Director of Right-of-Way and Location
Washington, D. C.

SUBJECT: Oregon I-205-7(4)290 - West Linn Bridge
West Linn, Oregon, Post Office, Parcel 3992L
Baldock Freeway to Park Place
Clackamas River to Station 769+00 Section

This is in reference to your memorandum of October 25 and will confirm the telephone discussion between Regional Right-of-Way Engineer Stanley and Mr. Zelasko, of my staff, on November 1, regarding the subject matter.

As requested, we contacted Mr. Richard Wilson, Assistant Director of Real Estate, Post Office Department, to advise him of the urgent need to know when approval will be obtained for the West Linn, Oregon, Post Office, to relocate into new and larger quarters, since the building they now occupy is within the right-of-way of Interstate Highway 205. He was aware of the Oregon State Highway Department's dire need to know when the post office will be moved, and of the scheduled contract letting on December 14. The Post Office Department's regional office wired Mr. Wilson about this and requested clearance to proceed with relocating the West Linn facility. Since the relocation involves an additional area and additional rental costs, clearance for additional funds currently frozen is required. To this end, Mr. Wilson advised that arrangements have already been made to discuss this matter with the Postmaster General for the purpose of obtaining clearance for release of these funds. He was optimistic about obtaining approval for release of funds shortly and assured us the plans for the new location had already been approved, and the only reason for the delay was the freeze on additional funds.

When positive information is obtained and formal increase of funds is given by the Postmaster General, the regional office of the Post Office Department in Seattle will be advised by wire and we will be advised of the action taken. In turn, we will immediately contact you.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The Post Office Department, at the regional and Washington levels, and you and your staff, are to be commended for the cooperative and expeditious action taken to avoid delays in the project construction schedule. We propose to formally advise the Post Office Department of our appreciation for the manner in which this matter was handled.

cc: Mr. Roy Julian
Room 502, Donohoe Building

RECEIVED
NOV 9 - 1967
FOR FILING

I-205-1(10)278
7115

[illegible]
BUREAU OF [illegible]
477 [illegible]
[illegible]

DATE: November 6, [illegible]67

In reply refer to: [illegible]-35-EC

[illegible] Bridge
[illegible] Agreement

6153

[illegible] of screening for the [illegible] you advised the captioned [illegible] aluminum panels on [illegible]

[illegible] consultants estimate [illegible] We approve this [illegible] tal maximum of this [illegible]

[illegible] the work on [illegible]

[illegible] agreement would [illegible]

NOTED
TOM EDWARDS

RECEIVED
OCT 27 1967

FOR FILE

Const
Bridges
Gen

O-City - W. Linn

October 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Willamette River Bridge
at Oregon City
Bridge No. 9403
Oregon Project I-205-7(1)
Your File 08-35.6

Dear Sir:

In line with your memo of September 19, approving installation of bottom of girder screening for a portion of the structure, we instructed our consultant to proceed on plans for the work on September 21. This is work additional to that covered by the original agreement and existing supplements thereto, so we further instructed the consultant to submit his proposed fee, with the usual supporting data, for the work.

The consultant proposes to do the additional work for the lump sum of $2,506. The consultant's data supporting this figure is attached, along with our estimate of cost of the work. The consultant's proposal is acceptable to the Department and we propose to accept it by letter, a copy of which is attached.

A revised estimate of cost for this engineering phase of the project is as follows:

Work previously authorized	$377,490.13
Additional work authorized (screening)	2,506.00
Total work authorized	$379,996.13
Limiting amount of original agreement plus supplements (three)	$379,022.00
Excess work authorized over limiting amount	$ 974.13

We request that we be permitted to include the total mount of work authorized ($379,996.13) in the project costs and as cooperative work.

May we have your approval of this procedure and the proposed letter agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

CAG:jf ja

MOFFATT, NICHOL & BONNEY, INC. Engineers

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET / PORTLAND, OREGON 97232 / (503) 232-2117

October 19, 1967

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Willamette Bridge No. 9403

Dear Mr. Merchant:

Enclosed is a copy of our Revised Engineering Estimate covering the work of developing the necessary details, preparation of contract drawings and special provisions for the installation of the under-side covering of the single web girders on the approach spans of the subject project.

In accordance with your most recent instructions, this estimate has been prepared on the basis of the following criteria:

1. Placement of the covering material on the top of the bottom flanges of the girders.
2. Covering material will be a solid material of aluminum extrusion, the same as or similar to the standard 12-inch wide sign panel extrusions used by the OSHD.

Depending upon the time required for approval of details by OSHD and BPR, we believe that a realistic time for completion of the contract documents for this item of work is about November 6.

Very truly yours,

Moffatt, Nichol & Bonney, Inc.

Robert M. Bonney

Robert M. Bonney
RMB:wl
Encl.

7,8,9,10,11,12,1,2,3,4,5,6

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA
1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

October 19, 1967
Page 1

WILLAMETTE RIVER BRIDGE ROUTE I-205
OREGON STATE HIGHWAY COMMISSION
ENGINEERING ESTIMATE

DESIGN, DETAILS AND PREPARATION OF WORKING DRAWINGS FOR ALUMINUM UNDERSIDE COVERING OF ALL APPROACH SPANS

1.	Project Engineer	32 hours @ $6.00	$ 192.00
2.	Engineer	48 hours @ $5.25	252.00
3.	Drafting	120 hours @ $3.75	450.00
4.	Drafting Supervision	12 hours @ $5.25	63.00
5.	Estimating	24 hours @ $5.25	126.00
6.	Specifications	24 hours @ $5.25	126.00
			$ 1,209.00
	Overhead	80%	970.00
			2,179.00
	Profit	15%	327.00
	Total		$ 2,506.00

[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
NOV 1967

KLABOE

I-205-7 [illegible]

7125

DATE: November 6, 1967

In reply refer to: 08-35-EC/435

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(10)298
Willamette River Bridge
Single Product Usage

Mr. Young's October 27, 1967 letter requested a waiver of paragraph 16 of PPM 21-6.3 concerning alternate choices of types of materials for the parapet rail on the subject project.

Under the provisions of paragraph 16(b) of the PPM we find your request in the public interest and you may specify aluminum parapet rail with dark grey anodized coating for this project only.

orig to Young
11-9-67

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 1 - 1967

I-205-7(10)
7165

October 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Willamette River (West Linn) Bridge Section
Project No. I-205-7(10)298

Dear Sir:

We hereby request that the requirements of Mr. B. M. French's Memorandum dated January 19, 1965, and controlling IMs and PPMs concerning contractor's working restrictions, immediate occupancy and use at the anticipated date of award, be waived as being in the public interest for the above-mentioned project.

There are several parcels of right of way, listed hereafter, which we do not expect to have in our possession at award date. The specifications for the project will contain the anticipated date of possession of these files.

In order to provide for an orderly possession of the property as needed by the contractor during the course of his work, and to disrupt the local economy as little as possible, we have set up the following acquisition schedule for these files not yet acquired.

January 1, 1968

36196	Zern
39911	Belcner

These two files are needed for early roadway fill and pile driving for pier construction on the Oregon City side. They are colored in green on the attached sketch.

February 1, 1968

39912	Crown Zellerbach

This file is needed for pier construction on the Oregon City side. It is colored in red on the attached sketch.

March 1, 1968

39921	W. Linn Shopping Center	41377	City of West Linn
41058	Humble Oil Co.	41381	Norris
41059	Holm	41458	Oregon City
41060	Kellum	42048	Clack. Develop. Co.
41065	Pieper	42114	Wise
41362	Wisvesiek	42235	Meindl
41363	Forbes	42239	Martindale
41364	Shivers	42255	Oppenlander
41366	Treitel	42257	Crown Zellerbach
41367	Citizens' Bank		

The above files are involved in grading, road widening and connections. Our Construction Division advises that these files will not be necessary until after March 1, 1968. These files are colored blue on the attached sketch. The U.S. Post Office is located on part of the West Linn Shopping Center property and colored in orange on the attached sketch. The Postmaster is finding it difficult to arrange for a place to move.

There is considerable need to proceed as soon as possible with this project, as it is a major link in the I-205 route. This section will alleviate traffic congestion in the downtown Oregon City area and specifically on the West Linn-Oregon City Bridge.

Contracting this most important project at this time will give the contractor two full construction seasons to complete the project. Also, it will allow him adequate time to plan the project with its many complicated operations into their proper sequences for the most economical construction method prior to the beginning of the 1968 construction season, which a three- or four-month delay, due to right of way acquisition, would not permit. There is also the major item of ordering the steel, which will be done in this period, for a delivery date to meet his construction schedule.

Attached are two copies of sketch map of the area involved; and, if further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia
cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
C. Swenson
R. N. Chase

Attachments

RECEIVED
OCT 30 1967

FOR FILING
I-205-7(10)
1165

October 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We request a waiver of the requirement that the specifications allow the contractor multiple choice of material to comply with Par. 16 of PPM 21-6.3 relative to parapet rail for the Willamette River (West Linn) Bridge, Project No. I-205-7(10)298.

Our consultant, Moffatt, Nichol & Bonney, Inc., has offered us as a part of the over-all structure design an aluminum parapet rail alike in all details to our own standard parapet rail. The consultant's plans and specifications do not permit the contractor the privilege of bidding on an alternate rail similar in design but made up of steel products, as we normally do. We feel it is in the public interest to specify a single material on this project only, for the rail, for the following reasons:

1. The rail is to be coated with an anodized protective coating, dark grey in color, to contrast with the white cement used in the structure. The esthetic effect derived from the anodized coating will be pleasing, durable and economical. Also, this is an effort to comply with Circular Memorandum dated April 4, 1965, concerning esthetic elements in highways.

2. If there were a choice of material for the rail the contractor would in all probability install aluminum rail, as past experience shows, almost all our recent structures have aluminum rail because its cost is approximately one-third less.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
cc: F. B. Klaboe
I. D. Merchant
C. G. Swanson
R. N. Chase

RECEIVED
OCT 26 1967

FOR FILING

I-205-7(10)298

7165

October 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Project, Item 517, Project I-205-7(10)298, Willamette River (West Linn) Bridge Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:vr

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-205 Willamette River (West Linn) Bridge 21 65	**ADT**	PRESENT 12,200	FUTURE 28,200 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Drain, Illum.. Signals 1 Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHY (74) (7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL - AID I-205

ESTIMATED PROJECT COST

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-205 Willamette River (West Linn) Bridge Interchange			
5					**ROW**					
5					**CONST** (CODE)			0.62	16,000,000	14,720,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.62	16,000,000	14,720,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ridge 65	**ADT**	PRESENT 12,200	FUTURE 28,200 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 517 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I 14 23	PROJECT NUMBER NUMBER SEQ. NO. 205-7 (10) 7 13	I. Projects Only POST MI. 298 (24) (26) DESIG. 27

COUNTY NAME Clackamas			CODE 005 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-205 (32)	STATE 64 (36)	U.S. (37) I-205 (41)	☐ 1 OR ☒ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Grade and Drain (Future 4-12' lanes H.T. Pave, with 10' shldrs., 16' med. with barier) Illumination of Str. and Ramps, Traffic Signals and Signing. 1 Bridge (Hwy-Water) Length 2717'.
					ROW-200' Min; Access control-Full; Parking Restrictions- Full.
0.62	16,000,000	14,720,000	1,280,000		Utilities-Adj. req. Incl. prep. work.
0.62	16,000,000 (16) (23)	14,720,000 (24) (33)	1,280,000		

REMARKS
Additional Data-Item 443, Project I-205-7(4)290

USCOMM DUSCOMM-DC 48905-P61

Remarks-Continued

The work under this project in the paving of the On and Off Ramps of the Interchange and revisions to the Oswego Highway and the Pacific Highway East to accommodate said ramps.

The traffic signals mentioned in the "Character of Proposed Work" are to be installed at the Off Ramps at West Linn (Oswego Hwy.) and Oregon City (Pacific Hwy. East) ends of the Willamette River Bridge and at the intersection of the Pacific Hwy. East with the "PA" line.

Data required under IM 50-2-65 has been previously furnished. This project also qualifies under Section 5 (b)(2) of IM 21-12-67, and need not be referred to the "review agency".

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION
October 24, 1967

Mr. Alfred Simonson
General Manager
City of Oregon City
S. W. Corner 7th & John Adams
Oregon City, Oregon 97045

Dear Mr. Simonson:

Thank you for your letter of October 20 re construction of the Oregon City-West Linn Bridge and approaches.

This project, which is being financed with federal-aid interstate funds, will of necessity have to be geared to federal finances. The cost of the project is estimated in the vicinity of $16 million, and there is no other way in which it can be financed.

I am hopeful that the threatened cutback in federal highway financing will not be made, so that we may proceed in an orderly manner to get the work under contract.

The control of federal highway funds is beyond the authority of the Highway Commission and while I realize that this sometimes disrupts programs, there is nothing that we can do about it.

Under federal interstate financing, 92 percent of the cost of this project will be borne by the Federal Government.

The only alternate, which I do not consider feasible, would be to construct it as a State project. This would mean the loss in highway funds to the State of Oregon of nearly $15 million, which I do not feel that the Commission should consider.

I can assure you that construction will proceed in an orderly manner as soon as funds are assured and other details completed.

FC:fn

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

October 20, 1967

State Highway Commission
Salem, Oregon

Attention: Mr. Glenn Jackson, Chairman

Gentlemen:

At the last Oregon City Commission meeting Mayor Frank McElroy and members of the Commission expressed their concern regarding recent news releases from the Office of the Oregon State Highway Engineer of the possibility of additional delay in construction of the Oregon City-West Linn I-205 bridge through freezing temporarily of federal funds.

Mayor McElroy points out particularly that an Oregon City-West Linn bridge, in one form or another, has been promised the people of this area over the last five years, originally as a part of the State's Secondary Highway system and more recently as a section of I-205, and he feels that any further delay in actual construction start is completely unwarranted at this time.

He would also like to point out that, should federal funds continue to be held back, this project should proceed with any funds now available for construction purposes at State Highway Department level.

May we have assurances from you that no such delay need be experienced by the people of the tri-city area and that this work will proceed as scheduled.

Thank you.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1967
FOR FILING

I-205-7(10)29

7105

October 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of plans showing proposed illumination of the West Linn-Oregon City Bridge and the West Linn and Oregon City Interchanges on Interstate 205.

At the Oregon City Interchange, only those units which will be installed as a part of the first contract are shown. For completeness, the entire illumination plan is shown for the West Linn Interchange. All mounting heights will be 40 feet. You will note that we have shown the anticipated 1968 ADT as it will exist at the completion of the first contract.

The Cities of West Linn and Oregon City are being asked to assume the power bills for those luminaire units within the corporate limits of each city.

Your approval of these plans and participation as an Interstate project as a part of the overall construction project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja.
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

Attachments (4)

VPJ:ji ja

RECEIVED
OCT 17 1967
FOR FILING

I-205-7(10)298

7165

October 16, 1967

Mr. R. W. Dippner
City Manager
City Hall
West Linn, Oregon 97068

Dear Mr. Dippner:

As a part of the construction of the new bridge between West Linn and Oregon City on Interstate 205, it is planned to install lineal illumination on the bridge and on the ramps at the approach interchanges. Also, a three-phase, fully actuated traffic signal will be installed at the intersection of the southbound off-ramp from I-205 and the Oswego Highway (Portland Boulevard).

In illumination installations of this type, it is the policy of the State Highway Commission to pay all installation costs and care for maintenance. The City in which the illumination is installed is asked to assume the power costs. Ramp terminal signals are also installed and maintained at State expense. The City is also asked to assume the power costs of the traffic signals.

There are attached two copies of an agreement covering the installation of luminaire units and a traffic signal as outlined above. Representatives of the Highway Department will contact you this week and go over the proposal in greater detail.

Will you please arrange for the consideration and execution of the agreements by the proper City officials and return them to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy. Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards for
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:njc ja

Attachments (2)

RECEIVED
OCT 16 1967
FOR FILE

I-205-7(10)298

7105

October 13, 1967

Mr. Alfred Simonson
City Manager
City Hall
Oregon City, Oregon 97045

Dear Mr. Simonson:

As a part of the construction of the new bridge between Oregon City and West Linn, it is planned to install lineal illumination on the bridge and on the ramps at the approach interchanges. Also, a three-phase, fully actuated traffic signal will be installed at the intersection of the ramp and McLoughlin Boulevard.

In illumination installations of this type, it is the policy of the State Highway Commission to pay all installation costs and care for maintenance. The city in which the illumination is installed is asked to assume the power costs. Ramp terminal traffic signals are also installed at State expense. The city is asked to assume power costs and, normally, maintenance. In this particular instance, the signal to be installed will be a part of a future computer system and the State will care for maintenance.

There are attached two copies of an agreement covering the installation of luminaire units and a traffic signal as outlined above. Representatives of the Highway Department will contact you next week and go over the proposal in greater detail.

Will you please arrange for the consideration and execution of the agreements by the proper City officials and return them to this office. We will then arrange for their execution by the State Highway Commission, after which you will be furnished with a fully executed copy. Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:njc ja

Attachments (2)

RECEIVED
OCT 6 - 1967

FOR FILE

I 205 [illegible]

7165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1967

SUBJECT: Assignment: FBK-1966
West Linn Bridge Section
East Portland Freeway (I-205)
Clackamas County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

1966

Reference is made to subject assignment relative to possible right of way changes which could hold up the bridge contract.

Anticipated changes on the Oregon City side (by John Scott) were involved with the Oregon City shopping center, Crown Zellerbach, Oregon City Sewage Disposal Plant and the Meindl property. The shopping center file will not be held up since this is not under the Parker-Fuhrman file as originally thought. The revised files on Crown Zellerbach, Meindl, and the sewage disposal plant were sent down on September 22. These were caused by the last minute request by Oregon City for more room for future expansion of the sewer disposal plant. The changes to the three files were minor and did not involve any improvements.

On the West Linn side, an investigation was made of acquiring more access control along the Oswego Highway between the interchange ramps and Holly Lane but was abandoned. No change in descriptions occurred. Discussions of how much of the Oswego Highway should be included in the proposed bridge contract could have involved an additional file near the end of the existing West Linn Bridge. We were advised that the existing intersection would not be made worse when the new interchange goes into operation, therefore, the work on "A" Street and the intersection will go into the next contract.

It would appear that all files needed for the job could have been pursued in a normal manner (and possibly were). The change on the Oregon City side, while requiring a change in description, would not appear to cause more than a minor change, if any, in appraisal.

NOTED
F. B. KLABOE

It is unfortunate that changes must be studied and all too frequently be made after our right of way people get started on a project. Every effort is made to put a "hold" on files when a reasonable expectation of a change exists, but not every time a question of design is raised.

F D. Morgan
Construction Engineer

By
A.D.Olson
A. D Olson
Urban Engineer

ADO:jr

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 30M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 14 1967

Portland, Oregon 97202
September 13, 1967

SUBJECT:
West Linn Bridge Section
East Portland Freeway

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

At the danger of being repetitious, I feel it imperative to write again relative to the matter of having the right of way ready for the West Linn Bridge contract by December 15, 1967. I have now had direct inquiries from practically all levels of the Department as to when we could deliver the right of way for this project. I have stated, partly at your urging, that we would deliver this right of way by December 15 this year. I am now beginning to wonder if this is possible.

As of this date, I am advised by one source or another of revisions involving the Parker-Fuhrman taking, the Meindl property, Crown Zellerbach and Oregon City Sewage Disposal Plant on the east side of the river. These are all major properties, two of them with large improvements and with all the complications that come with properties of this type. These revisions mean as of this date we are still faced with the entire right of way process starting with appraising when and if these revisions are delivered to us. In other words, in place of having these properties ready for right of way activity as of August 1, we cannot possibly have them available for right of way work until October 1.

9/22/67

I am also advised that there is a design change in process involving much of the property fronting both sides of Portland Avenue north of centerline and required for the Bridge contract. If this is so, it will also represent a major right of way operation, again starting from scratch. I would seriously doubt that because of the proportions of this change that we will have new descriptions before October 1.

There is also some indication of revision requiring more property at the north end of the existing West Linn Bridge. With this number of revisions occurring at this stage, I cannot believe that there will not be more revisions in the future.

When I made my statement of delivering this right of way by December 15, it was predicated on the fact that we had all descriptions necessary and they would remain static to permit us to accomplish the right of way process to acquire the property. If I had all the above changes in the form of new descriptions in my office today, that would represent at least a thirty day work operation.

I must conclude in fairness to those who are being guided by my advice that we cannot deliver the right of way involving these revisions before January 15, 1968. Even this date is predicated on the assumptions I have made in the foregoing.

John K. Scott
JOHN K. SCOTT
District Supervisor
Right of Way Division

JKS:vme

cc: G. E. Rohde
L. W. Rulien

RECEIVED
SEP 20 1967
FOR FILING
I-205-7(10)
7165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1967

SUBJECT: Willamette R. (West Linn) Br.
E. Portland Freeway, I-205
Clackamas County
Bridge No. 9403

To: MEMO TO THE FILE

5773

Reply to a letter dated August 30 from Lt. J. K. Andrews, U.S. Coast Guard, instructing us to install two additional 180° fixed red lights on the third pier (Pier No. 6) in the river, was made on September 7 by Robert Bonney of Moffatt, Nichol and Bonney, our consultants on this job, at the request of Ivan D. Merchant.

We were informed by phone on September 12 by Robert Bonney that they had received approval of the navigation lighting on the subject bridge from the U.S. Coast Guard and that a copy of the letter was sent to the Highway Department.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TCR:mb ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

06025

PARTMENT OF TRANSPORTATIO
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

9403
eng. cont.

•3267/575A
8 September 1967
Serial: 511

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon. 97310

Edwards

Dear Mr. Cooper:

Enclosed is an approved copy of revised bridge lighting for the Willamette River Bridge No. 9403 between Oregon City and West Linn, Oregon. This approval calls for the lighting of three piers of the bridge instead of only two piers as originally proposed.

It is requested that the original approval dated 19 May 1966 be destroyed, as it is no longer effective.

Your contractor, Moffatt, Nichol & Bonney Inc., stated in a letter to this command dated 7 September 1967, that they are installing the additional 2 fixed red lights on the third pier, as requested by the Coast Guard.

After the bridge has been completed and the permanent navigational lights have been installed and are operating, please advise us so an inspection may be made by a representative of this command, as required by Tittle 33, Code of Federal Regulations, Subpart 68-10-15.

Your cooperation in this matter is appreciated.

Sincerely yours,

Victor Koll
VICTOR KOLL
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch

NOTED
TOM EDWARDS

Encl: (1) Dwg Willamette River Bridge #9403.

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Marked
/h

575 A
30 August 1967
Serial 487

Mr. Robert M. Bonney
Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch Street
Portland, Oregon 97232

Receipt of your letter of 17 August 1967 concerning navigational bridge lighting on the proposed Willamette River Bridge No. 9403 is hereby acknowledged.

A review of the new proposed bridge and the river traffic under the bridge indicates that all three piers in the river should be lighted instead of only two as originally planned. Therefore two additional 180 degrees fixed red lights should be installed as indicated on the enclosed drawing.

The lamps and supporting assembly arrangement are satisfactory to this office.

Sincerely yours,

J. K. ANDREWS
Lieutenant, U. S. Coast Guard
Assistant Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: Dwg of Willamette River Bridge

Copy to: Ore. State Highway Dept.
GruCdr Vancouver

RECEIVED
AUG 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BAOscarson:jag 30 August 1967

FORM E-123X 50M 7-68

RECEIVED
SEP 29 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(10) 218

7115

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch Street
Portland, Oregon 97232

Subject: Willamette River Bridge
Br. No. 9403
Sign Structures

Gentlemen:

This is to confirm the results of our recent telephone conversations regarding sign structures and the prints of SK P17A and P17B transmitted with your letter of August 31st.

A check of the sign bridge tube as shown on the above-mentioned drawings indicates a deflection far in excess of that permitted by the AASHO design specifications. For your information, I have asked Mr. Rief to loan you a copy of our AASHO design specifications and he will deliver it to your office tomorrow morning.

We concur with you that the supports for the sign bridge cannot be mounted on the barrier rail but will have to be mounted on the pier cap.

We would request that you restudy the problem of the sign support in the light of the specifications being delivered to your office. Inasmuch as there will be grading work and signing off the structure, the State will provide for the construction and installation of the actual signs themselves upon supports detailed by you. I believe the set of Interstate Highway bridge plans sent you previously will show all the necessary details for sign connections to the supporting structure.

Please advise if there is anything further we can do in this matter.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

RECEIVED
SEP 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:mb
cc: Mr. Tom Edwards
Mr. F. B. Crandall

NOTED
TOM EDWARDS

UNITED STATES GOVERNMENT
Memorandum

Edwards

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-205-7(1)

DATE: September 19, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: RH Tokerud
R. H. Tokerud
Div Bridge Engineer

7105

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge at Oregon City
Expansion Joint Material

With reference to Mr. Merchant's letter of August 25, 1967, we will approve the use of the "Transflex" expansion joint material on the subject bridge. Our inquiries disclose that two highway departments in the east have proposed using this material on Federal-aid projects. However, information on the performance is unavailable since these projects have not been completed.

Since this is a new material, we request that you observe, evaluate and report on the performance under traffic. We will not, however, require justification as an experimental project.

RECEIVED
SEP 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Copy: Ivan Merchant
Young
9-21-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 22 1967

I-205-7(1) 2398

7105

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 19, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : D. W. Parsons, Division Engineer
Salem, Oregon

D.W. Parsons

SUBJECT: Oregon Project I-205-7(1)
Willamette River Bridge at Oregon City
Architectural Treatment for Underside of Girders

With reference to your letter of August 14, 1967, the question of covering the underside of this bridge has been considered. We believe this first trial installation should be limited to the multiple-girder approach spans since these spans are more exposed to general viewing by the public. Furthermore, we hope and believe that the box-girder spans over the river will be esthetically pleasing even from the underside. As previously expressed, however, we would have preferred to see the box-girder spans designed without any lateral bracing.

For this project we will approve the use of bare aluminum panels for the approach spans. We recommend that the bare aluminum be painted to match the color of the steel girders.

It will be necessary to provide insulated fastenings between aluminum and steel. We suggest that complete details of the installation, including methods of fastening adjacent panels as well as panel connections to the girders, be submitted in ample time for review prior to advertising. Since the idea is one not previously used in this area, time for study is deemed desirable.

t/c Edwards
Orig 9-30-67

copy to Young
9-22-67

RECEIVED
SEP 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS

RECEIVED
AUG 24 1967
FOR FILING
Cons'l
Bridge
Gen'l

Or. Cy

August 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. Br. at Oregon City
Bridge No. 9403
Architectural Treatment for
Underside of Girders

Gentlemen:

Recent trends in bridge construction require that an effort be made to improve the appearance of the lower side where viewing by the public is possible. The Willamette River Bridge at Oregon City meets this condition because of the Pacific Highway East under the Oregon City end, the Oswego Highway under the West Linn end and the residences and recreational uses of the river.

We have made a study of one such treatment whereby extruded aluminum panels, similar to those used for highway signing purposes, are placed between girders in the bottom plane of same.

In the approach spans, these panels will be placed on top of the bottom flanges of the girders and span between them. In the main spans a system of hangers will be needed to support the extrusions which will span between the box girders.

A total of 176,000 square feet of extruded panels will be required in the approach spans and 76,000 square feet in the main spans.

Cost data is as follows:

Approaches:

Extrusions (176,000 sq.ft. short lengths)
a) Bare Aluminum; $1.25 per sq.ft. = $220,000
b) Colored Aluminum (factory finish)
$2.00 per sq.ft. = $352,000

NOTED
VAN D. MERCHANT

Installation:		
a) Bare Aluminum; $0.20/ft.^{2} =	$ 35,200	
b) Colored Aluminum; $0.20/ft.^{2} =		$ 35,200
Totals (Approaches):		
Bare aluminum	$255,200	
Colored Aluminum		$387,200
Main Spans:		
Extrusions (76,000 sq.ft. long lengths)		
a) Bare Aluminum; $1.35 per sq.ft.=	$102,600	
b) Colored Aluminum; $2.10 per sq.ft.=		$159,600
Installation:		
a) Bare Aluminum; $0.40 per sq.ft.=	$ 30,400	
b) Colored Aluminum; $0.40 per sq.ft.=		30,400
Totals (Main Spans):		
Bare Aluminum	$133,000	
Colored Aluminum		$190,000
Grand Totals (entire structure)		
Bare Aluminum	$358,200	
Colored Aluminum		$577,200

Your concurrence in a method to improve the appearance of the lower side as outlined above is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

IDM:sb
cc: L. H. Young
C. H. Maison

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

July 18, 1967

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Willamette River Bridge 9403

Dear Mr. Merchant:

In accordance with your recent request, we have studied the problem of providing a screen type covering at or below the bottom flanges of the plate girder framing for the areas other than the three main spans for the Willamette River Bridge.

We believe there are two basic types of material which can effectively produce the results desired:

1. Expanded metal similar to "Armourweave" as manufactured by United States Gypsum Company, which material would permit passage of air through the screening material. This type material is available in either aluminum with various types of finishes, or carbon steel with various finishes.

2. A solid material similar to Alcoa "V-Beam" roofing and siding in aluminum with various types of finishes.

It is our opinion that the expanded metal type material is a better selection as a screening material for this particular use. We believe there is the possibility of problems being created with the solid material which would not be present with the free flow of air through the expanded metal.

The materials are available in various finishes, but it is probable that the most satisfactory answer to long life with minimum maintenance is to use an anodized finish for aluminum material and a galvanized finish if carbon steel material is used.

The two basic methods of applying the screening material are:

1. Placing the material and/or its supports on top of the lower flange of the plate girders thus leaving the flanges of the plate girders exposed to view.

2. Placement of the screening material and/or supports below the girder flanges so that the screening material covers the entire under deck area and the flanges of the girders are not exposed to view.

The second method is, in our opinion, somewhat more difficult and expensive to accomplish but the final decision on which method of installation to use should be based on an evaluation of the final appearance that is desired. It would be our recommendation to use installation method No. 1.

Our preliminary estimates of cost are as follows:

Expanded metal, aluminum, with anodized finish installed on the top of the girder bottom flanges	$2.65 / square foot
Expanded metal, steel, with galvanized finish installed on top of the girder bottom flanges	$1.75 / square foot

Depending upon the final details of support method, we believe that, in addition to the additional area of screening material required, the added installation cost for placing the material below the flanges of the girders instead of on top will run between 15¢ and 20¢ per square foot.

Our preliminary estimate of the net area to be covered is as follows:

1. Method No. 1 (on top of girder bottom flanges) - 176,000 square feet
2. Method No. 2 (complete covering of under deck area) - - - - - - - - - - - - - 217,000 square feet

Preparation of design and detailed drawings to cover installation of this screening would, of course, require additional engineering time. We will provide our estimate of the engineering cost involved if and when you so desire.

If there is any additional material which you require from us in connection with this subject, please let us know.

Very truly yours,

Moffatt, Nichol & Bonney, Inc.

Robert M. Bonney

Robert M. Bonney
RMB:wl

76000 □' lat. box girders on
1030' of main span.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section WILLAMETTE RIVER BRIDGE (WEST LINN) Highway EAST PORTLAND (I-205) County CLACKAMAS Prefix 603-1909

Res. Engr. ________ Approx. Length 0.6+ Miles. Sta. 705± to Sta. 738± Date 9-18-67

Truck A.D.T. 1123 Traffic Coefficient 10.8 18 kip s.a. per day 787.0.

Annual Precipitation 44"± Frost Penetration --------.

RECEIVED
OCT 1 1967

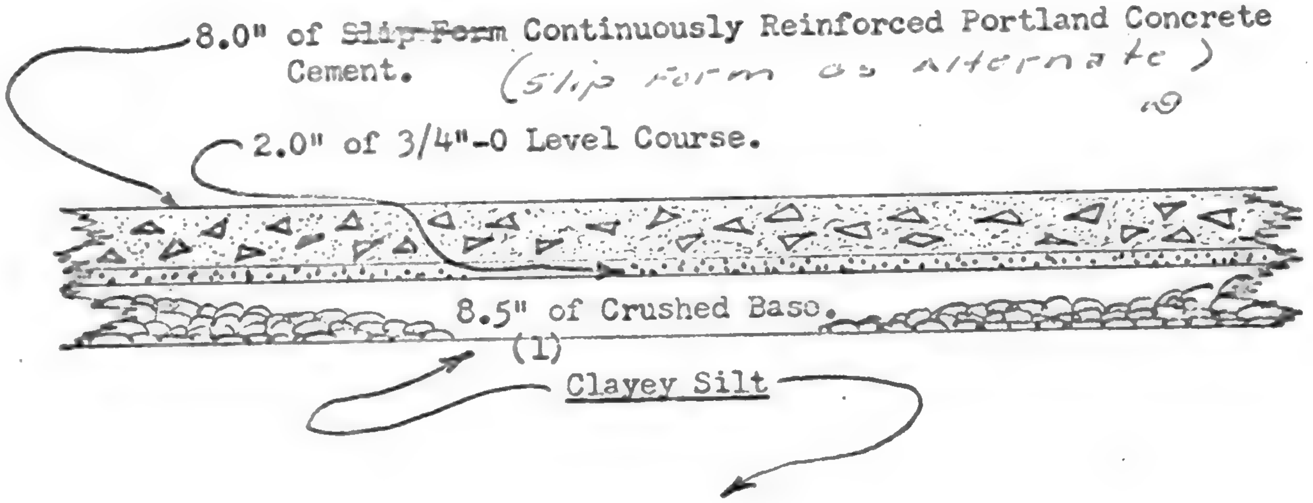
9-18-67

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F. R. P.C.
	2.0	2.0	LEVEL
	8.5	8.5	CR. BASE
34.5	34.5	18.5	

Station 705± - 708±

(1)
Typical Soil

33	LL
7	PI
98	%P 10
88	%P200
2	%Gravel
4	%C Sand
5	%F Sand
68	%Silt
21	%Clay
10	"R" Value ([illegible])



8.0" of ~~Slip-Form~~ Continuously Reinforced Portland Concrete Cement. (Slip Form as Alternate)

2.0" of 3/4"-0 Level Course.

8.5" of Crushed Base.

(1)
Clayey Silt

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:
To be determined
by the Engineer.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer
Construction Planning Engineer

Submitted by ________ for Staff Assistant

Recommended by ________ Asst. Engineer of Materials

Recommended by ________ Asst Construction Engineer

Approved by ________ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section WILLAMETTE RIVER BRIDGE (WEST LINN) Highway EAST PORTLAND (I-205) County CLACKAMAS Prefix 603-1909

Res. Engr. ____________ Approx. Length 0.6+ Miles. Sta. 705± to Sta. 738± Date 9-18-67

Truck A.D.T. 711 Traffic Coefficient 10.2 18 kip s.a. per day 498.2.

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

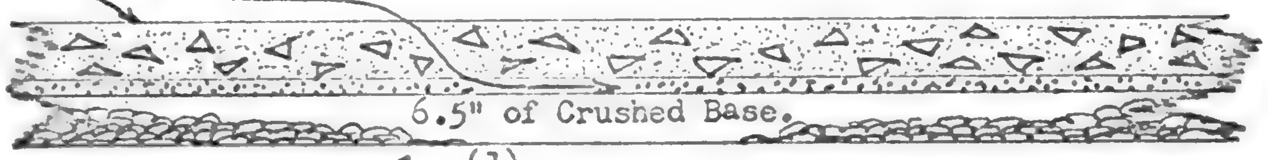
Station 735± - 738±

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

See Page 1

8.0" of ~~Slip-Form~~ Continuously Reinforced Portland Concrete Cement. (Slip Form as alternate)

2.0" of 3/4"-0 Level Course.



6.5" of Crushed Base.

(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F.C.R. P.C.C.
	2.0	2.0	LEVEL
	6.5	6.5	CR. BASE
32.5	32.5	16.5	

AASHO CLASSIFICATION:

MATERIAL SOURCES:

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section WILLAMETTE RIVER BRIDGE (WEST LINN) Highway EAST PORTLAND (I-205) County CLACKAMAS Prefix 603-1909

Res. Engr. ____________ Approx. Length 0.6+ Miles. Sta. 705± to Sta. 738± Date 9-18-67

Truck A.D.T. 711 Traffic Coefficient 10.2 18 kip s.a. per day 498.2.

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

Station 735± - 738±

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

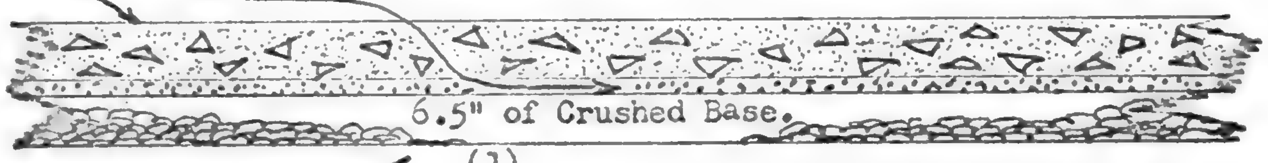
See Page 1

AASHO CLASSIFICATION:

MATERIAL SOURCES:

8.0" of Slip-Form Continuously Reinforced Portland Concrete Cement. (Slip Form as alternate)

2.0" of 3/4"-0 Level Course.



6.5" of Crushed Base.

(1) Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F. R. P.C.C.
	2.0	2.0	LEVEL
	6.5	6.5	CR. BASE
32.5	32.5	16.5	

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WILLAMETTE RIVER BRIDGE (WEST LINN) Highway EAST PORTLAND (I-205) County CLACKAMAS Prefix 603-1909

Res. Engr. ____________ Approx. Length 0.6+ Miles. Sta. 705± to Sta. 738± Date 9-18-67

Truck A.D.T. 711 Traffic Coefficient 10.2 18 kip s.a. per day 498.2.

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

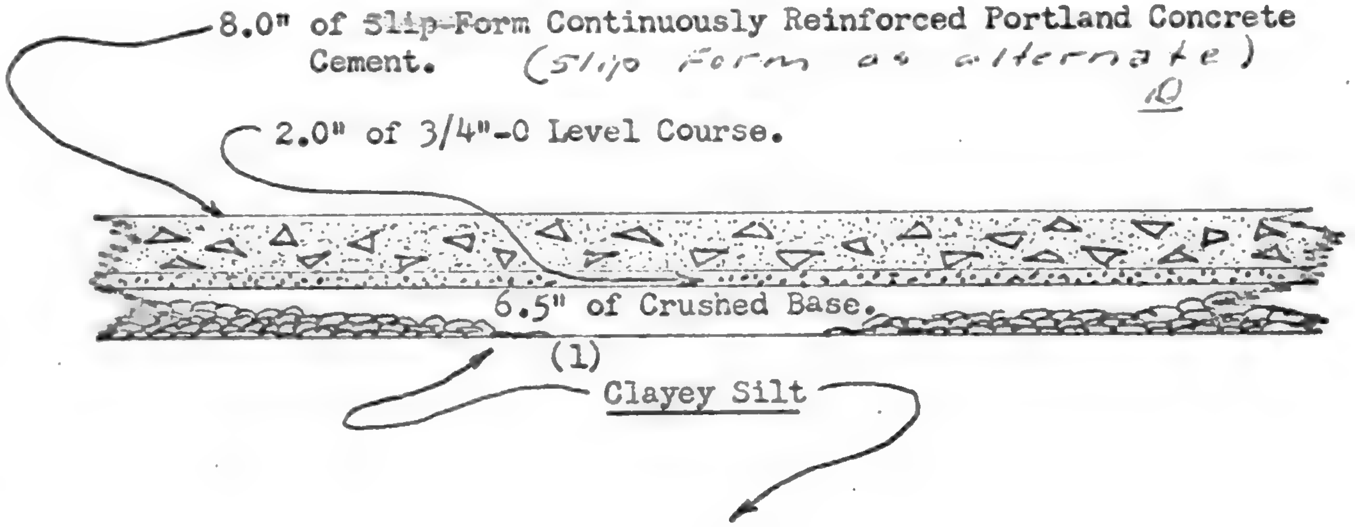
Station 735± - 738±

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

S
e
e
P
a
g
e
1

8.0" of ~~Slip-Form~~ Continuously Reinforced Portland Concrete Cement. (slip form as alternate)
10

2.0" of 3/4"-0 Level Course.



6.5" of Crushed Base.

(1) Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F.C.R. P.C.C.
	2.0	2.0	LEVEL
	6.5	6.5	CR. BASE
32.5	32.5	16.5	

AASHO CLASSIFICATION:

MATERIAL SOURCES:

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section WILLAMETTE RIVER BRIDGE (WEST LINN) Highway EAST PORTLAND (I-205) County CLACKAMAS Prefix 603-1909

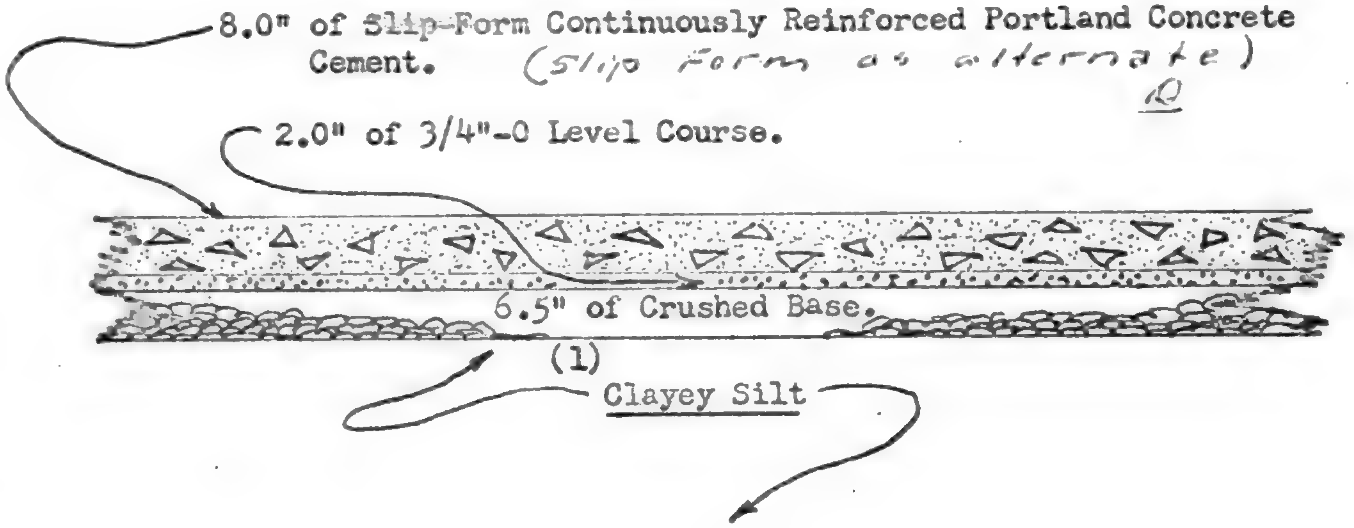
Res. Engr. ____________ Approx. Length 0.6+ Miles. Sta. 705± to Sta. 738± Date 9-18-67

Truck A.D.T. 711 Traffic Coefficient 10.2 18 kip s.a. per day 498.2.

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

Station 735± - 738±

(1)
Typical Soil
LL
S PI
e %P 10
e %P200
%Gravel
P %C Sand
a %F Sand
g %Silt
e %Clay
"R" Value
1 (Corrected)



8.0" of ~~Slip-Form~~ Continuously Reinforced Portland Concrete Cement. (Slip Form as alternate) *R*

2.0" of 3/4"-0 Level Course.

6.5" of Crushed Base.

(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	24.0	8.0	S.F.[illegible]R. P.C.C.
	2.0	2.0	LEVEL
	6.5	6.5	CR. BASE
32.5	32.5	16.5	

AASHO CLASSIFICATION:

MATERIAL SOURCES:

Willamette River Bridge (West Linn)
E. Portland Freeway (I-205)
Clackamas County

Truck ADT	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
			"MAINLINE"			
1123	6.0"	8.0"	- - -	8.0"	34.5"	22.0"
711	6.0"	8.0"	- - -	6.0"	32.5"	20.0"
			"OTHER ROADS"			
240 - 600	4.0"	6.0"	- - -	11.5"	30.5"	21.5"
90 - 240	3.5"	6.0"	- - -	9.0"	27.0"	18.5"
30 - 90	3.5"	- - -	2.0"	15.0"	24.0"	20.5"
8 - 30	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" S.F.C.R.P.C.C. = 3.0" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

SECTION: WILLAMETTE RIVER BRIDGE (WEST LINN)
HIGHWAY: EAST PORTLAND (I-205)
COUNTY: CLACKAMAS
STATION: 705± - 708±

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1970 Present ADT 14,100 (Total)
B. 1990 Future ADT 30,8000 (Total)
C. Mean ADT 22,450 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 4
F. Percent Trucks 10 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= .05 x (C) 22,450 = 1123
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 1123 x (H) 100 % = 1123

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669

= 10.8

SECTION: WILLAMETTE RIVER BRIDGE (WEST LINN)
HIGHWAY: EAST PORTLAND (I-205)
COUNTY: CLACKAMAS
STATION: 735± - 738±

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1970 Present ADT 6,900 (Total)
B. 1990 Future ADT 16,800 (Total)
C. Mean ADT 11,850 $\frac{(A+B)}{2}$
D. Design Period 20 Years
E. No. of Lanes 4
F. Percent Trucks 12 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= .06 x (C) 11,850 = 711
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 711 x (H) 100 % = 711

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 10.2

SECTION: WILLAMETTE RIVER BRIDGE (West Linn)

HIGHWAY: East Portland Freeway

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

S.F.C.R.P.C.C. has been selected from an economic standpoint. (See attached sheet for cost comparison.)

WILLAMETTE RIVER BRIDGE
(West Linn)
East Portland Freeway (I-205)
Clackamas County

COST COMPARISON

Two different surfacing designs were considered for this project. 1966 Average Bid Prices were used in computing the Present Worth Cost (P.W.C.) shown below:

Slip Form Continuously P.C.C.		Asphaltic Concrete
8.0" S.F.C.R.P.C.C.		6.0" A.C.
2.0" Level		8.0" P.M.B.B.
8.5" Crushed Base		8.0" Crushed Base
$260,500.00	P.W.C. per 4 lane mile.	$307,300.00
8.0" S.F.C.R.P.C.C.		6.0" A.C.
2.0" Level		8.0" P.M.B.B.
6.5" Crushed Base		6.0" Crushed Base
$245,600.00	P.W.C. per 4 lane mile.	$292,300.00

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 14 1967

Portland, Oregon 97202
September 13, 1967

SUBJECT:
West Linn Bridge Section
East Portland Freeway

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

At the danger of being repetitious, I feel it imperative to write again relative to the matter of having the right of way ready for the West Linn Bridge contract by December 15, 1967. I have now had direct inquiries from practically all levels of the Department as to when we could deliver the right of way for this project. I have stated, partly at your urging, that we would deliver this right of way by December 15 this year. I am now beginning to wonder if this is possible.

As of this date, I am advised by one source or another of revisions involving the Parker-Fuhrman taking, the Meindl property, Crown Zellerbach and Oregon City Sewage Disposal Plant on the east side of the river. These are all major properties, two of them with large improvements and with all the complications that come with properties of this type. These revisions mean as of this date we are still faced with the entire right of way process starting with appraising when and if these revisions are delivered to us. In other words, in place of having these properties ready for right of way activity as of August 1, we cannot possibly have them available for right of way work until October 1.

I am also advised that there is a design change in process involving much of the property fronting both sides of Portland Avenue north of centerline and required for the Bridge contract. If this is so, it will also represent a major right of way operation, again starting from scratch. I would seriously doubt that because of the proportions of this change that we will have new descriptions before October 1.

There is also some indication of revision requiring more property at the north end of the existing West Linn Bridge. With this number of revisions occurring at this stage, I cannot believe that there will not be more revisions in the future.

When I made my statement of delivering this right of way by December 15, it was predicated on the fact that we had all descriptions necessary and they would remain static to permit us to accomplish the right of way process to acquire the property. If I had all the above changes in the form of new descriptions in my office today, that would represent at least a thirty day work operation.

I must conclude in fairness to those who are being guided by my advice that we cannot deliver the right of way involving these revisions before January 15, 1968. Even this date is predicated on the assumptions I have made in the foregoing.

John K. Scott
JOHN K. SCOTT
District Supervisor
Right of Way Division

JKS:vme

cc: G. E. Rohde
L. W. Rulien

RECEIVED
SEP 18 1967

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

I-205-7(16)
7165

3267/575A
8 September 1967
Serial: 511

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon. 97310

Edwards

Dear Mr. Cooper:

Enclosed is an approved copy of revised bridge lighting for the Willamette River Bridge No. 9403 between Oregon City and West Linn, Oregon. This approval calls for the lighting of three piers of the bridge instead of only two piers as originally proposed.

It is requested that the original approval dated 19 May 1966 be destroyed, as it is no longer effective.

Your contractor, Moffatt, Nichol & Bonney Inc., stated in a letter to this command dated 7 September 1967, that they are installing the additional 2 fixed red lights on the third pier, as requested by the Coast Guard.

After the bridge has been completed and the permanent navigational lights have been installed and are operating, please advise us so an inspection may be made by a representative of this command, as required by Tittle 33, Code of Federal Regulations, Subpart 68-10-15.

Your cooperation in this matter is appreciated.

Sincerely yours,

Victor Koll
VICTOR KOLL
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch

NOTED
TOM EDWARDS

Encl: (1) Dwg Willamette River Bridge #9403.

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Marked /h

RECEIVED
AUG 3

FOR FILING
I-205-7(1)290
7165

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 29, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge
Moffat, Nichol & Bonney Consultant Agreement (Supplement No. 3)

The subject Supplement No. 3 submitted by Mr. Merchant's August 10, 1967 letter is approved. Our July 7, 1967 memorandum authorized you to proceed effective June 29, 1967 subject to the foregoing approval.

NOTED
TOM EDWARDS

Copy -
Ivan Merchant
Young
8-31-67

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 31 1967
FOR FILING

COMMISSIONERS
GLEN[illegible] C[illegible]N
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(10) 278

7105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 29, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch St.,
Portland, Oregon 97232

Attention: Mr. John Merryfield

Subject: Willamette River Bridge
at Oregon City
Br. No. 9403

Gentlemen:

Enclosed herewith, please find a copy of a letter dated August 16th with the subject "Economic Analysis, West Linn-Oregon City-Interstate 5." This letter indicates that there would be a saving to the motoring public of $1427.00 per day. Because of this saving, the State desires to put a completion date in the contract which will allow the contractor, under normal working conditions, to complete the job in a minimum amount of time. It is requested that a further study be made of the bar chart recently submitted, particularly with reference to Items 3, 4, 8 and 9 to determine if a reduction in time over that shown could be accomplished.

For your information, Mr. Marshall Pitney, Erection Engineer for Bethlehem Steel Company, was in this office last week and we discussed erection of the main span girders. I pointed out to Mr. Pitney that I did not believe that any falsework would be permitted in the main span because of log-rafting operations. Mr. Pitney was of the belief that a logical method of erecting the 430' main span would be to erect the end spans cantilevered as far into the 430' main span from each pier as possible and lift the closing section into place. He mentioned that there had been some discussions with you regarding splice points and steel fabrication in general.

Confirming our telephone conversation of yesterday, I believe you should use the Transflex Expansion Joint at the appropriate points. A request was made to the Bureau of Public Roads for the use of this proprietary material provided a check with their Washington office indicates no adverse service problems on present installations. For main expansion joint openings, we would like to use the preformed neoprene expansion joint sealer which is manufactured by Acme or the D. S. Brown Company. I hope by this time that you have had some results from contacts with the Acme Company regarding the expansion joints at the ends of the main span by the use of a series of preformed neoprene compression seals. This material was sent to Mr. Bonney earlier in the year.

I was very sorry to hear about Bob Bonney's operation and do wish him the best during his recovery period.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Mr. Tom Edwards

FORM E-1232 SOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 16 1967

I-205-7(2) 7-11
7165

August 9, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

Attention: Robert M. Bonney

Gentlemen:

Re: Willamette River Bridge at
Oregon City
Bridge No. 9403

Enclosed please find a copy of the memorandum of the meeting held at the Highway Department office on the afternoon of August 7. Please advise if your understanding of the discussions in the meeting are not in accordance with the memorandum.

This will also acknowledge your recent submission of a construction time schedule; which schedule was discussed in the above mentioned meeting, and receipt of expansion joint material Transflex as presented by General Tire and Rubber Company. A study of this material is presently being made and you will be advised in the near future as to our thoughts on the use of this material.

For your use in preparing the specifications for the basic lead silico chromate I am enclosing 5 sheets of State of California specifications which have recently come to our attention.

Your letter of August 1 transmitted two prints of the plan and elevation drawing titled "Preliminary Lighting Plan" and requested certain information on approach lighting. I am returning one print of this drawing with the approach lighting details requested as well as the specifications for highway illumination on a recent contract.

We have not attempted to pass on the navigation light installation as this must be cleared through the 13th Coast Guard District in Seattle. I would suggest that prints of this drawing be sent the Coast Guard with their request for required navigation lighting. Navigation lighting should be installed as per the requirements of "Aids to Navigation Regulation" CG-208.

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I believe the above mentioned items cover all unanswered questions to date except for our recommendations on expansion joint material which will be forthcoming in the near future.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards ✓

RECEIVED
AUG 24 1967
FOR FILING

I-205-7(10) 298

7105

Agenda
4ff

August 8, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

MISC. CONTRACTS and
AGREEMENTS No. 3125

Gentlemen:

Enclosed for your files is a fully executed copy of a supplemental agreement covering the design and preparation of plans for the Oregon City-West Linn Bridge on I-205 in Clackamas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: I. D. Merchant
Attn: C. A. Gardner
(8 Xerox Copies)

AUG 1 8 1967

SP*23657-734

FOR FI

I-205-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 8, 1967
Salem, Oregon

SUBJECT: Willamette River Bridge at Oregon - I-205

To: Memo To The Files

On August 7 the consulting engineers for the Willamette River Bridge at Oregon City, Moffatt, Nichol & Bonney, Inc., were in the office to discuss some items on the subject structure so that they could proceed with the detailing and writing of specifications. Mr. Robert Bonney, resident partner, and Mr. John Moffatt, from the consultants, and Tom Edwards and the writer, from the Highway Department, were present at the meeting.

One of the main items of discussion was the lateral system in the box girder main spans. At the time of writing a supplemental agreement to cover additional work made necessary by widening the median from 11' to 16', the consultant had agreed to study the lateral bracing problem with the idea of eliminating the bracing in its entirety. After studying this problem from all angles, the consultant is of the belief that a lateral system is required in the main girder spans. It was agreed that the floor system would consist of continuous stringers carried over the top of the intermediate floor beams and that a K brace lateral system would be installed in the plane of the bottom flange of the floor beams. To eliminate any possible unsightliness of the lower view of the structure the State will request permission from the Bureau of Public Roads to place a cover below the lateral bracing and between box girders.

By previous letter the consultant had requested the State's ideas on a paint system for this structure. This question was discussed at some length and it was decided that the State's green finish would be the final color. Upon the recommendation of our Materials Department the consultant was requested to prepare a specification using basic lead silico chromate as the pigment rather than the red lead.

WARDS

R
AUG 9 - 196
STATE HIGH

The last major item discussed was a construction time schedule. By letter of August 3 the consultant had provided us with a bar chart which covered the major items of construction and provided a minimum time of 24 months. The consultants were requested to study this chart in the main areas of river pier construction, steel erection and the concrete deck pouring to see if some time could not be deleted from the proposed schedule. The consultant proposes that he will have the plans, specifications and estimates for construction in our hands by October 1.

Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards
Roy Tokerud
Moffatt, Nichol & Bonney

RECEIVED
AUG 10 1967

FOR FILING
I-205-7(10)29

7165

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

August 8, 1967
Salem, Oregon

SUBJECT: Willamette River Bridge at Oregon City - I205

To: F. D. Morgan
Construction Engineer

BUILDING

Attention: J. Barbee

The Willamette River (West Linn) Bridge on I-205 is on the contracting schedule for a November 30 to December 14 bid opening. The consultant has indicated that he will have the plans, specifications and estimates completed and in our hands by October 1 so that there is an excellent chance of a bid opening on December 14.

To assist you in preparing the plans for the approaches, both in West Linn and in Oregon City, I am enclosing two sets each of 4 prints indicating the plan and elevation and grade lines which the consultant is using for the preparation of structural plans. The drawings enclosed consist of 2 sheets each of unnumbered drawings titled Plan 1, Plan 2, Plan 3 and Profiles and printed August 7, 1967, by Moffatt, Nichol & Bonney, Inc. These plans indicate the structural layout with the 16' median which will be used on this structure.

Please keep the above dates in mind so that the plans for each of the approaches can be incorporated into the structure contract for a 5 weeks advertising period.

Ivan D. Merchant
Bridge Engineer

IDM:cm
cc: Tom Edwards
F. B. Klaboe
D. H. Moehring

RECEIVED
AUG 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

I-205-7(10)298

NPPND-WM-P
1507-21(Willamette R.-Bridge)-14.

28 July 1967

7105 REFERRED TO
admin
BY SECRETARY

cc Edwards
Merchant 8-1-67

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Inclosed is an instrument approved 18 July 1967 by the Department of Transportation for revised plans submitted by you for construction of a bridge across Willamette River at Oregon City, Oregon.

You are cautioned that if any material changes in the location or plans of the structure are found necessary on account of unforeseen or altered conditions or otherwise, revised plans should be submitted promptly to the District Engineer, Portland District, to the end that revised plans, if found unobjectionable from the standpoint of navigation, may receive the approval required by law before construction is begun.

You are requested to report promptly to the District Engineer, Portland District, the dates of commencement and completion of the work for timely advice of the approving authority and in order that required inspections can be made.

Sincerely yours,

Ogden Beeman
for GEORGE E. HYDE
Chief, Navigation Division

Incl
Instrument

RECEIVED
AUG 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1967
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C.
20591

INSTRUMENT

18 JUL 1967

WHEREAS by an instrument signed on 22 August 1966 and 24 August 1966, the Chief of Engineers and the Secretary of the Army approved the map of location and plans of a bridge to be constructed by the Oregon State Highway Department across Willamette River at Oregon City, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 4 of said instrument provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of the Army;

AND WHEREAS the functions, powers and duties of the Chief of Engineers and of the Secretary of the Army under the General Bridge Act of 1946 have been transferred to and vested in the Secretary of Transportation by section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary of Transportation to the Commandant of the Coast Guard in title 49 Code of Federal Regulations, part 1;

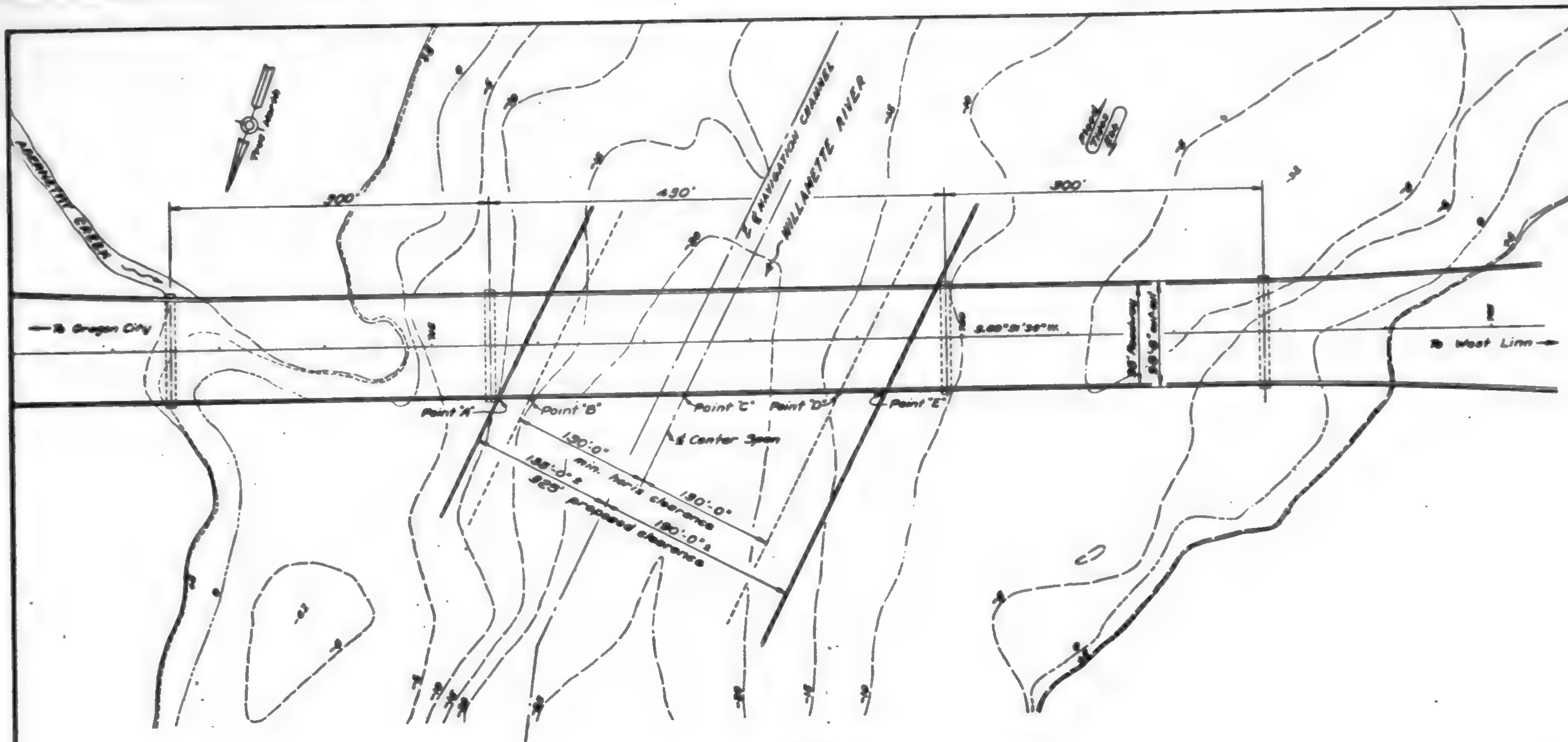
AND WHEREAS the OREGON STATE HIGHWAY DEPARTMENT has submitted for approval revised plans for the construction of said bridge, which plans are hereto attached:

NOW THEREFORE, This is to certify that the attached plans are hereby approved to supersede sheet 3 of the plans attached to the original instrument of approval, subject to all the conditions of the instrument of approval except that conditions 1 and 4 are modified as follows:

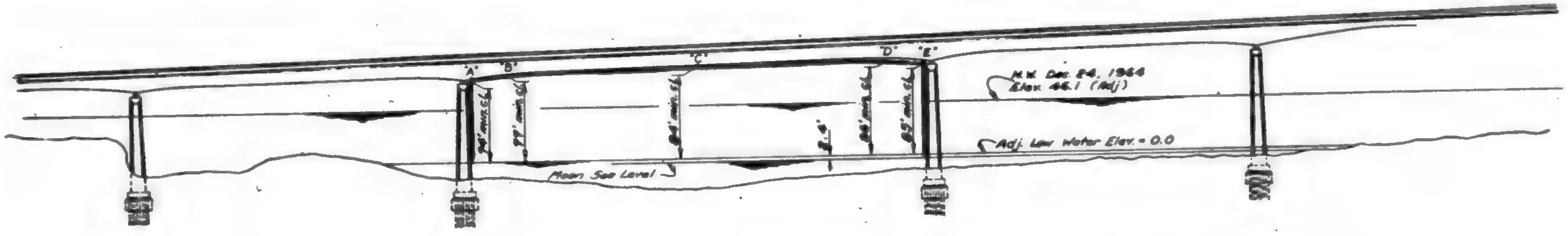
1. The Commandant may arrange with the Corps of Engineers for the District Engineer in charge of the locality within which the bridge is to be built to supervise its construction in order that said plans shall be complied with.

4. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant of the Coast Guard.

W. J. Smith
W. J. SMITH
Admiral, U. S. Coast Guard
Commandant



PLAN



ELEVATION

SCALE IN FEET
0 50 100 150

DATUM - SOUNDINGS & ELEVATIONS ARE IN FEET AND REFER TO ADJUSTED LOW WATER. LOW WATER CORRESPONDS TO AN ELEVATION 8.4 FT. ABOVE MEAN SEA LEVEL...

MILES ABOVE MOUTH OF RIVER 25.5

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
OREGON CITY, OREGON
CLACKAMAS, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 30, 1967
SHEET 3 OF 3
(REVISED)

RECEIVED
JUL 19 1967

FOR FILING

I-205 [illegible]

7/19

July 18, 1967

Oregon State Highway Commission

Gentlemen:

Under date of July 7, 1966, the Commission entered into an agreement with Moffatt, Nichol and Bonney, Inc. (successors to Moffatt, Nichol and Taylor) for the design and preparation of plans for the Oregon City-West Linn Bridge on Interstate 205 in Clackamas County.

Quite recently the Bureau of Public Roads has issued instructions on design features that are in the interest of increased traffic safety. One of these provides that the median area on structures shall be the same as that on the roads leading to the structure. This necessitates changing the plan on the above bridge so that the median area will be 16 feet rather than 11 feet as contained in the original agreement. As the design drawings are about 75 percent complete, this will add an estimated $28,300 to the design cost.

As this change is in line with a recent AASHO safety committee report and is also being sponsored by the Bureau of Public Roads, we recommend that it have your approval. The matter will be on the agenda for the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
C. H. Maison

RECEIVED
JUL 26 1967
FO

FORM PR-121
(11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(10)298

7105

DATE: July 17, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

copy:
Young
Merchant

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge (West Linn)
Consultant Agreement Supplement No. 3

Our Regional office has approved effective July 14, 1967 Supplement No. 3 of the Moffatt, Nichol and Bonney Agreement submitted to us by Mr. Merchant's July 7, 1967 letter

You were authorized to proceed with the work as of June 29, 1967.

Three copies of the executed supplement will be necessary to complete our files.

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

FORM E-123X 30M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 24 1967
FOR FILING

I-205-7(10)298

7105

July 14, 1967

Moffatt, Nichol & Bonney
1845 NE Couch Street
Portland, Oregon

Attention: Mr. Robert Bonney

Re: Willamette River Bridge at
Oregon City I-205
Bridge No. 9403

Gentlemen:

Your telephone call of July 7th and previous requests asked for certain information from the Highway Department regarding the subject bridge. As a matter of record you are to proceed with the elimination of the lateral bracing on the main river spans of the structure. This item was covered in your presentation of work to be done for the supplemental agreement widening the roadway from 11' to 16'.

Under separate cover I am sending you two prints of the right of way map. Also enclosed is a letter dated July 12th from the Right of Way Department and a copy of "Instructions and Regulations of Purchase of Improvements at Public Auction from the State of Oregon Highway Department." I believe this will give you everything necessary along this line. If there is any question you should contact Mr. L. F. Sheridan.

Also under separate cover are two tracings of the sign layout indicating location sign sizes and general types of sign supports required. The sign message itself is not available at this time but will be furnished you at a later date. Two reduced prints of the above-mentioned sign tracings are enclosed herewith as are sample specifications of signing on the Willamette River Bridge Section in Eugene on Interstate 205 and nine prints of sample Traffic Engineering Department drawings and Bridge Division drawings indicating sign supports on the same section.

NOTED
TOM EDWARDS

A copy of a letter dated July 11th from the Traffic Department details the design criteria for roadway illumination on the subject structure. As noted in this July 11th letter the intensity of roadway lighting has been lowered considerably over the requirement given you previously.

During our July 7th telephone call you requested information on those utilities which are in conflict with bridge construction and the removal and/or replacement for the same. Our utilities section is working very closely with the various utility companies and any information as to utility moves will be transmitted to you as soon as possible. It might be well to keep in contact with the Division Utilities Engineer who works out of the Milwaukie office

Please feel free to contact me regarding any items pertaining to the subject project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:ew
Encs.
cc: Tom Edwards
T. W. Litchfield
Dave Moehring
(John Oakes)

RECEIV
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 24 1967

FOR FILING

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 11, 1967

I-205-7(10)278

7105

SUBJECT:

To: I. D. Merchant
Bridge Engineer
BUILDING

The following design criteria is suggested for use by the consultant in preparing illumination plans for the West Linn I-205 structure across the Willamette River.

1. Use a 40-foot mounting height.
2. Use a type IV luminaire with a 1,000 watt clear mercury vapor light source.
3. Use an opposite spacing of 150 feet with a 12-foot overhang for the light center.

This will result in a total of 28 poles required for structure mounting. The arrangement outlined above will produce 1.61 footcandles (maintained) with a uniformity ratio of 1.1 to 1. The result will be a higher level of lighting than exists now on the Marquam Bridge deck. This will also be a more uniform lighting.

Under no circumstances should the consultant design a circuit utilizing series equipment. This equipment is extremely expensive in the first cost; it is also extremely difficult and dangerous to maintain.

It is suggested that the consultants use a 480 volt multiple type destribution system. It is also suggested that the circuitry be arranged such that the City of West Linn and Oregon City can pay the power costs on those units within their respective city limits.

L. E. George
Assistant Traffic Engineer

1
OFFICE OF
[illegible]

LEG:mk

cc: Tom Edwards ✓

RECEIVED
JUL 26 1967

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

FOR FILING
I-205-7(1C) 398

71C5

July 11, 1967
Salem, Oregon

SUBJECT: Willamette River Bridge at Oregon City - West Linn
I205
Bridge No. 9403

To: ~~Oscar White~~
Materials Engineer
Laboratory Division
2950 State Street
Salem, Oregon 97310

Confirming our telephone conversation of July 10th, I am sending you a 1½-foot square sample of perforated aluminum designated as Armorweave "L" as furnished by the U.S. Gypsum Company.

There is a possibility that we may wish to use this material or another material of uncoated aluminum to cover the lower flanges of the girder approaches on the job. The question has arisen as to the possibility of atmospheric corrosion and discoloration from the adjacent upstream paper mills.

Will you please make some type of accelerated tests on this piece of material to determine if there will be any detrimental discoloration or corrosive effects on bare uncoated aluminum. A maximum amount of time to perform the above-mentioned tests would be two months.

Please advise if there is anything further I can do to help you in this matter.

Ivan D. Merchant
Bridge Engineer

IDM:ew
Enc.
cc: Tom Edwards
Lloyd Shaw ✓

NOTED
LLOYD P. SHAW

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1967

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(1)298

7105

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 7, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(1)290, Willamette River Bridge
Moffatt, Nichol & Bonney Consultant Agreement

You are authorized to proceed with the preparation of a supplemental agreement for the subject consultant to incorporate design changes outlined in Mr. Merchant's July 5, 1967 letter.

The proposal submitted by the consultant's June 23, 1967 letter and the estimated increase in cost appear satisfactory. To assist in expediting this work we concur to the establishment of June 29, 1967 as the commencement date for this work, subject to our review of the supplemental agreement.

NOTED
F.B. KLABOE

7-12-67

REFERRED TO
Edw - Merchant - Young - Morgan
By Asst. State Hwy. Engr.

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 24 1967
FOR FILING

I-205-7(1)
7165

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 7, 1967

Moffatt, Nichol & Bonney
1845 NE Couch Street
Portland, Oregon

Attention: Mr. Robert Bonney

Gentlemen:

Re: Oregon Project I-205-7(1)290
Willamette River Bridge at
West Linn - Oregon City
Bridge No. 9403

At our meeting in this office on June 29th regarding the increase in median width from 11 feet to 16 feet, I received verbal approval from the Bureau of Public Roads for the change. For your files I am enclosing a copy of the Bureau's memorandum dated June 29th approving the revised median width. At the present time material for the supplemental agreement covering this work has been sent to the Bureau of Public Roads and in the very near future copies of the supplemental agreement will be presented to you for your concurrence.

Also at the meeting on June 29th you asked that the superelevation on the Oregon City off-ramp be verified. This has been done and the superelevation as indicated by the grade lines furnished you is to be used. During a construction project the State does not attempt to furnish work areas to a contractor outside of the right-of-way lines. If the contractor on this project desires to use Crown Zellerbach holdings on the Oregon City side downstream from the structure, it will be his responsibility to deal with the owner.

I do not find any record of having furnished you the Bureau's memorandum regarding the installation of the water mains; therefore, I am enclosing a copy of this memorandum as well as copies of two sheets of the agreement between the State and the City of West Linn regarding the water main installation and costs thereof. I believe we have discussed this thoroughly before and are in agreement as to the extent of the physical connections which will be included in the bridge superstructure as well as the location of the mains; however, it is requested that you coordinate your work in this regard with John W. Cunningham & Associates.

By letter of May 25th you sent some material regarding structural steel painting. I have had our Materials Department check over this material and they are of the belief that paint formulations as listed in our standard specifications are equal to or superior to those proposed by your company. I am not in a position to make a definite recommendation at this time; however, as discussed with you, I believe a paint system incorporating an inorganic zinc prime coat on a white metal sandblast should be used as a basis. I have requested our Materials Department to make a recommendation which should be forthcoming in the near future. You will be advised as soon as possible.

The lighting material left in this office recently is now being studied by our Traffic Department which expects to have a recommendation during the first part of the week of July 10th. Again, you will be advised at the earliest possible time.

Very truly yours,

Ivan D. Merchant
Bridge Division

IDM:ew
Encs.
cc: Tom Edwards

RECEIVED
JUL 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1967
FOR FILING

I-205-7(10)298
71C5

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

A

July 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Willamette R. (West Linn) Bridge
FAP No. I-205-7(1)290

Attached find our consultant's statement of work, time and cost to accomplish design revisions necessary for 16 foot median width for the above structure.

The Department has reviewed this proposal in detail and discussed it thoroughly with the consultants on June 29, 1967. The proposal is satisfactory to the Department. With your approval we will prepare and execute a supplement to the original agreement incorporating the conditions of the consultant's proposal in the supplement. This will increase the consultant's payment for Item 3, "Final Design and Working Drawings" by $28,300.00 and advance the time of delivery of these items to about September 30, 1967.

Based on Mr. Tokerud's telephone call and your memo (08-35.6) both of June 29, 1967, advising us that the 16 foot median width had been approved and our review and acceptance of the consultant's proposal, the consultant was instructed to proceed with the design changes on that date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

CAG:ew
cc: Tom Edwards w/attach.
C. H. Maison
L. H. Young

RECEIVED
JUL 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MOFFATT, NICHOL & BONNEY, INC. Engineers

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

June 23, 1967

WILLAMETTE RIVER BRIDGE
I-205 CLACKAMAS COUNTY

PROPOSED CRITERIA FOR CHANGING DESIGN AND DRAWINGS FOR WIDENING MAIN ROAD 5-FEET

1. Raise centerline profile (L line) for increased width to retain existing grades.

2. Adjust designs for added loads by proportion rather than complete re-design.

   Some plate girders with excessive load change will be re-designed.

3. Entire structure to be moved 2-feet 6-inches and existing geometry maintained wherever possible.

4. Widen structure full 5-feet between Pier 9 and Abut. 2 to retain present geometry. Results in structure 1.4 feet wider than required at Abut. 2, which would appear in the shoulder areas.

5. Re-drafting will be held to a minimum. Plans and some details will be revised by dimensional changes only. Final drawings will have some dimensions not to scale. (Should some special note be included on drawings?)

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

June 23, 1967

WILLAMETTE RIVER BRIDGE
I-205 CLACKAMAS COUNTY

ENGINEERING TIME ESTIMATE

Widening Main Roadway 5-feet

Item	Engineer Hours	Drafting Hours
1. Main Spans, Scheme 1: Increase overhangs and leave boxes spaced 39'-0" o.c.		
a. Redo loads on boxes and analyze boxes for increased loads		
b. Design slab overhangs for maximum cantilevers		
c. Re-evaluate bracing		
Main Spans, Scheme 2: (Recommended) Increase box spacing to 41'-6" and leave overhangs as is	176	100
a. Redo loads on boxes and analyze for increased loads		
b. Re-design floor system either with an added stringer or with increased stringer spacing.		
c. Re-evaluate bracing.		
2. Span 1 - Increase overhang at A, F and G, Respace P.	52	40
3. Span 2 - Revise spacing A & B, S and maybe R.	84	
4. Span 3 - Revise spacing A and N, increase overhang at G & H, recalculate lengths	58	
5. Spans 7, 8 & 9 - Revise girders A, B, C & D and Q, R, S, T, increase overhang at girders E, J, K & P	224	40

MOFFATT, NICHOL & BONNEY, INC. Engineers

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

June 23, 1967

WILLAMETTE RIVER BRIDGE
I-205 CLACKAMAS COUNTY

ENGINEERING TIME ESTIMATE (Continued)
Widening Main Roadway 5-feet

Item		Engineer Hours	Drafting Hours
6.	Span 10, 11, 12 - Revise girders to curved girders and increase overhang, or add girders each side and space (recalculate lengths)	84	40
7.	Spans 13, 14, 15 - Increase overhangs north and south sides.	44	16
8.	Ramps (A_1, A_3, C_3) - Assume minimum vertical or horizontal control changes.	64	36
9.	Pier No. 3 - Re-examine loads by proportioning, same for pier and pile design	64	16
10.	Pier 4 - Re-examine loads, re-analyze minimum footing design for increased loads vertical and lateral	64	16
11.	Pier 5 - Re-examine loads primarily for vertical loads, check piles and footings	64	16
12.	Pier 6 - Same as Pier 3	64	16
13.	Approach Piers - Re-analyze loads and check design of beams, columns and footings by proportioning. Re-dimension as required.	182	40
14.	Drainage - Probably no respacing of grates, check drainage details for increased overhangs.	8	12
15.	Clearance Diagrams - Re-check due to increased structure width.	6	0
16.	Slab Design - Redo because of increased overhangs.	40	40

MOFFATT, NICHOL & BONNEY, INC. Engineers

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

June 23, 1967

WILLAMETTE RIVER BRIDGE
I-205 CLACKAMAS COUNTY

ENGINEERING TIME ESTIMATE (Continued)
Widening Main Roadway 5-feet

Item		Engineer Hours	Drafting Hours
17.	Bearing Devices - Re-examine for increased dead loads	92	16
18.*	Girder Seat Elevations - Recalculate for all relocated girders, and southbound roadway Pier 9 to Abut. 2	330	34
19.	Expansion Joints - No changes except in dimensions.	0	12
20.*	Deck Grades - Redo centerline elevations and and southbound main roadway Pier 9 to Abut 2.	200	50
	Totals	1,900	540

*Requires 60 hours computor time.

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET / PORTLAND, OREGON 97232 / (503) 232-2117

June 23, 1967
Page 1

WILLAMETTE RIVER BRIDGE ROUTE I-205
OREGON STATE HIGHWAY COMMISSION
ENGINEERING ESTIMATE

REVISIONS TO FINAL DESIGN AND WORKING DRAWINGS
DUE TO WIDENING MAIN ROADWAY BY 5-FEET

1.	Project Manager	180 hours @ $10.00	$ 1,800.00
2.	Project Engineer	240 hours @ $ 6.00	1,440.00
3.	Senior Engineers	850 hours @ $ 5.25	4,460.00
4.	Junior Engineers	630 hours @ $ 4.25	2,675.00
5.	Drafting Supervision	60 hours @ $ 5.25	325.00
6.	Drafting	480 hours @ $ 3.75	1,800.00
			12,500.00
	Overhead	80%	10,000.00
			22,500.00
	Computor Machine Time	60 hours @ $35.00	2,100.00
			24,600.00
	Profit	15%	3,700.00
	TOTAL		$ 28,300.00

FORM E-80X

I-205-7(10)137

7745

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1967

To: MEMORANDUM OF MEETING

SUBJECT: Willamette River Bridge
I-205
Oregon City (West Linn)
Br. No. 9403

Increased Median from 11' to 16'

On the afternoon of June 29, 1967, I met in this office with Mr. Robert Bonney and Mr. John Moffatt of our consulting engineering firm, Moffatt, Nichol & Bonney, regarding the proposed increase in median width from 11' to 16' on the subject project. Immediately prior to their arrival, Roy Tokerud of the Bureau of Public Roads called to say that written approval for the 16' median on the I-205 at Oregon City (West Linn) and for the 11' shoulders on the Fremont Bridge, Interstate 405, had been received in the Regional Office in Portland and would be transmitted to us in the very near future.

Mr. Bonney left copies of (1) Proposed criteria for changing design and drawings for widening main road 5', (2) Estimate of cost for revisions to final design and working drawings due to widening main roadbed by 5' and (3) Engineering time estimate for widening main roadway 5'. Item No. 3 lists the work the consultants believe necessary to make the planned revisions. This item is broken down into the various spans and the various items of work with an estimate of hourly time for each item of work. These items were discussed in detail and in general, I can find no reason to take exception to any of the items. During the actual revisions, the consultants will very probably desire to make some changes from the estimated work as listed in Item No. 3.

Item No. 2 listed above is an estimate of the cost of the revisions and amounts to $28,300. At the end of the week of June 23rd the consultants' estimate of work completed to-date for final design and working drawings is 60% for the river spans, 84% for the Oregon City approaches and 82% for the West Linn approaches. Specifications and cost estimates are in their beginning stages.

The consultants expected to have the plans, specifications and estimates completed by the end of July for the original structure. They

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

estimate that it will take two months to complete the changes and to redesign and re-detail the main span box girders to eliminate lateral bracing. This item of work would be preceded concurrently with the balance of the revisions. On this time estimate, the completed plans, specifications and estimates on the revised roadway width would be completed about the end of September.

Because of the fact that the Bureau of Public Roads has indicated their concurrence in the widening of the structure to a 16' median, I directed Mr. Bonney and Mr. Moffatt to proceed immediately on the work to accomplish this objective.

At the earliest possible time, the increased engineering costs will be discussed with the Bureau and a revision to the consultants' contract prepared to show the increased cost of engineering work involved.

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
Frank Morgan
Bureau of Public Roads
(Att. Mr. Roy Tokerud)

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FOR FILING

FORM PR-131 (11-66)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(1), 278

7105

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge at West Linn - Oregon City

With reference to Mr. Edwards' letter of June 22, the increase in median width from 11 feet to 16 feet is approved.

Copies to: Klaboe
Merriam
Young
7-3-67

NOTED
TOM EDWARDS

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JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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FOR FILING

I-205-7(10) 298

7105

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 26, 1967

Pacific Northwest Bell Telephone Co.
509 SW Oak Street
Portland, Oregon 97204

Re: Alternate Routing of Telephone Submarine Cable
Oregon City-West Linn Section
East Portland Freeway (I-205)
Clackamas County

ATTENTION: Mr. M. G. Johnson
District Engineering Manager

Gentlemen:

Reference is made to your letter of June 8, 1967, in which you requested reimbursement by the State, for expenses that will be incurred in the construction of an alternate route for your submarine cable which presently lies near a footing of the proposed Oregon City-West Linn Bridge.

The matter was referred to our Legal Section and it is their opinion that even though you have a statutory right to locate your cable on the bed of the river and there are no rules of the Land Board which would require you to relocate at your own expense, the common law of Oregon would require you to relocate at your own expense whenever your cable is in conflict with any public improvement.

The location of your submarine cable will be indicated on our plans with a special note to bring it to the attention of the State's contractor. Statements will also be included in the special provisions of the specifications for the project that the State's contractor shall (1) be obliged to avoid damaging the cable (2) be liable for any damages to the cable caused by the bridge construction and (3) notify Pacific Northwest Bell Telephone Co. before beginning work in the vicinity of the cable.

Please contact this office if we may be of further assistance.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
G. E. Rohde
L. H. Young
V. G. O'Neil
F. Hall
L. W. Rulien
D. Rumbolz

copy

7-6-67
REFERRED TO
Merchant
BY ASST. STATE HWY. ENGR.

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JUN 23 1967
FOR FILING

I-205-7(10) 30

7105

A

June 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File 08-35.6

Dear Sir:

Previous decisions of the Bureau of Public Roads concerning the Oregon City-West Linn Bridge over the Willamette River on I-205 were to the effect that this structure could be designed with 10 feet of usable shoulder, to be distributed as we saw fit. Accordingly, we had used six feet on the outside and four feet at the median, based on the thinking that the six feet was a standard shoulder width for on- and off-ramps which occur at each side and at each end of the bridge.

The four-foot clearance adjacent to the median is not in keeping with the criteria set forth in the "yellow book". Further, the design of the highway both northerly and southerly of this bridge is based on a 16-foot median. We have thoroughly examined the plans being prepared by the consultant. We find this can be achieved by the following procedures:

1. Widen the piers one foot.

2. Slide the steel work complex for the two separate structures sideways six inches.

3. Increase the cantilever deck six inches on one side and two feet on the other on each of the two structures.

We believe that the cost will be very minor and for the reason of uniformity, we request you approve a 16-foot median for this bridge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

October 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. (Oregon City) Br.
Clackamas River-W. Linn Sec.
East Portland Freeway, I-205
Clackamas County
Br. No. 9403

Gentlemen:

On July 14, 1966, a meeting was held in the Highway Building with members of the consulting firm of Moffatt, Nichol & Taylor, retained by the State of Oregon for the design of the subject bridge, the Bureau of Public Roads and the Highway Department. At this meeting, many possible types of main spans were discussed and three types were picked for study in the preliminary stages. These were as follows:

1. Continuous steel plate girder or continuous steel box girder.
2. Orthotropic deck steel girders.
3. Girder stiffened tied arch.

On September 12th, the consulting firm submitted preliminary plans for designs of these types, numbered Design I, II and III, along with a preliminary report which outlined the site conditions, navigation requirements, river hydraulics, cost of each structure and an artist's sketch for each bridge. This submittal was reviewed by members of the Bureau of Public Roads and the Highway Department and during the conference, reached the following conclusions:

1. Superstructure construction should be limited to conventional concrete deck.
2. For the purpose of achieving the most pleasing appearance, the following items should be

incorporated into a supplementary preliminary Design "A":

(a) 2-column pier substructure basically as shown for Design II.

(b) All piers to be set normal to bridge center line.

(c) Lengthening of center main span as required to provide navigation clearances with piers normal.

(d) Consideration of steel box girder framing at least for the three main spans with concrete decks supported directly on the girder and with minimum bracing.

We are submitting 5 sets each of the preliminary plans for Designs I, II, III and "A" along with 5 copies of the preliminary report and 5 copies of the supplementary preliminary report for your approval.

The foundation exploration has not been completed due to the unexpected depths to which some of the holes had to be drilled to find suitable material. We will send you the results of this exploration as soon as it is completed.

The estimated cost of each design is given in detail in the consultant's preliminary and exploratory reports.

As the progress of the construction of the Interstate Highway spur 205 is dependent upon this structure, we would appreciate your earliest attention to this matter.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

TCE:mb
Att.
cc: L. H. Young
C. H. Maison

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe

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Const
Bridge
Gen

Form CD-124
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1966

In reply refer to: 08-35.6

cc Merchant
Perry
Edwards
[illegible]
Morgan

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

Walter W-Linn

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge at West Linn - Oregon City
Preliminary Layout

The preliminary report and plans submitted with Mr. Edward's letter of October 6 with the recommendation that Design "A" be selected are approved subject to the adoption of certain recommendations made by our Washington office in their memorandum of November 10.

The items to be incorporated into the final design as agreed upon at a meeting on November 18 between Messrs. Edwards and Merchant of your office and Mr. Tokerud of this office are as follow:

1. The superstructure framing shall consist of two main girders and floor system for each half of bridge.
2. The footings of the river piers will be lowered to place them below probable scour elevation.
3. Median width shall be 11' which will allow 3' for a "GM" type barrier and 4' left shoulder width.
4. The right shoulder width shall be 6' throughout except as covered next under No. 5.
5. Provide a tapered area on the right outside of the four-lane section beyond the gore point to serve as an escape lane for motorists who find themselves in the right hand lane but do not want to exit on the off ramp. This extra width shoulder shall taper from 15½' (12' + 3½') at the gore point down to the regular 10' shoulder at or beyond the bridge ends.
6. Ramp widths shall remain as shown on preliminary plans.

NOTED
R. L. PORTER

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are now authorized to proceed with consultant preparation of P.S. & E. effective as of the meeting date of November 18, 1966, in accordance with your agreement and supplements thereto with Moffat, Nichol and Taylor, thereby increasing the total estimated cost of funds obligated for under the agreement from $99,977 to $340,327.

As requested by Mr. Young's October 18, 1966 letter, you also are concurrently authorized to proceed with preparation of P.S. & E. by State forces on the balance of the preliminary engineering project, thereby increasing the total estimated cost of funds obligated for this purpose from $233,000 to $659,673. This authorization is with the understanding that on sections (other than the six-lane West Linn - Oregon City Section) where preliminary traffic figures justify only a four-lane facility, Interstate funds cannot participate in the cost of any construction for the purpose of accommodating future construction for a possible greater volume. Such action is necessary since the law clearly calls for accommodating traffic for a twenty-year period which is the intent of the approved standards. We would, however, have no objection to your incorporating any construction features, such as added length of crossroad structures, into the ultimate design with the added cost, if any, to be borne by other than Interstate funds if you so desire.

Our acceptance of preliminary design features has been based on preliminary traffic data. If the final traffic figures which you should furnish for our approval are substantially lower, any construction features not warranted by such lower traffic also might be incorporated into the final design on a nonparticipating basis.

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JUN 23 1967

FORM PR-1 (11-66) FOR FILING UNITED STATES GOVERNMENT

Memorandum

I-205-7(1) 298
7105

Klaboe
Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(1)290, Oregon City - West Linn Section
Accommodation of utilities on structure

Our May 17 denial of the inclusion of two waterlines on the Willamette River Bridge structure on the subject project was appealed by Mr. Litchfield's May 22, 1967 letter.

Our Washington office has reconsidered the additional information furnished and now advise that the waterline inclusion is approved. Washington noted that this approval should not be construed as a modification of the utility accommodation policy interpretations or the application to the present situation as contained in Mr. Swick's May 12, 1967 memorandum (a copy of which was attached to our May 17, 1967 memorandum).

6-23-67
Ref to
Morgan - Young - Cox

Orig to
Klaboe
6-23

Copy - Merchant
6-23-67

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TOM EDWARDS

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JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

.HAIRMAN
.IDLEY, MEMBER
.CO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JUN 7 - 1967

I-205-7(11) 278
7165

June 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Additional Foundation Data
Willamette River Bridge
at Oregon City
I-205
Br. No. 9403

Gentlemen:

Enclosed herewith, please find four copies of a report covering additional foundation investigation for the subject job.

Also enclosed, is a copy of a letter from the consulting engineers to the Highway Department covering this submission.

As noted in the letter, four holes were put down rather than the two or possibly three that were anticipated at the beginning of this work. Also, the shallow distance to rock and the unevenness of the rock made it mandatory to put down the additional holes. I do not have the cost of this work as yet; however, it is well within the estimated amount.

The enclosed copies of the report are to be attached to the initial foundation report submitted previously.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Tom Edwards
L. H. Young
C. H. Maison

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OFFICE OF
HIGHWAY ENGINEER

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JUN 8 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENN[illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(10)

7105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2,1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Interstate 205
Willamette River Bridge at
Oregon City
Br. No. 9403

Gentlemen:

As requested, I am sending you a copy of the test pile driving program on the subject bridge as reported to the consulting engineers by Dames & Moore, foundation subcontractors.

Also enclosed, are copies of letters dated May 11th and May 23rd from the consulting engineers Moffatt, Nichol & Bonney, outlining their proposed foundation procedures based on the pile driving results and the foundation consultants' report.

The State is in agreement with the consultants' proposal as outlined in the above-mentioned letters. The consultants are proceeding on the basis that they have proposed, after verbal consultation with this office, and if you have any objection, will you please advise at the earliest possible time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

IDM:mb
Encls.
cc: Tom Edwards (w/att.)
L. H. Young
C. H. Maison

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JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

May 23, 1967

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Willamette River Bridge No. 9403

Dear Mr. Merchant:

Enclosed are two copies of a review and commentary by Dames and Moore, our foundation consultants, on the recently completed test pile driving on the subject project.

It is our understanding that complete detailed logs of the test driving as recorded by Oregon State Highway Department field personnel have previously been submitted to your office by your Division Engineer.

We have no specific additional comments to add to the enclosed commentary by Dames and Moore and our final design is proceeding in accordance with their recommendations. Based on the results of the test pile driving and this evaluation thereof, we propose that all piling with the exception of those supporting Abutments 1 and 5 will be driven to refusal in rock. As previously reported in our letter of May 11, 1967, at Abutments 1 and 5 we propose to use displacement type (precast, prestressed concrete) friction piles terminating in the compact gravel layer occurring at approximately elevation plus 5.

It is our tentative thinking to write the specifications to require a pile hammer with a driving energy of 60,000 foot pounds per blow for all piles which are designed for 150 tons. For piles with a design load of 100 tons or less, a pile hammer with a minimum driving energy of 32,000 foot pounds per blow will be specified.

Very truly yours,

Moffatt, Nichol & Bonney, Inc.

Robert M. Bonney
RMB:wl
Encl.
cc - Dames and Moore

File

EARTH SCIENCES

DAMES & MOORE
CONSULTANTS IN APPLIED EARTH SCIENCES
SOIL MECHANICS · ENGINEERING GEOLOGY · GEOPHYSICS

ATLANTA NEW YORK
CHICAGO PORTLAND
HONOLULU SALT LAKE CITY
HOUSTON SAN FRANCISCO
LOS ANGELES SEATTLE
WASHINGTON, D.C.

MADRID, SPAIN SAINT JOHN, N.B. CANADA
TEHRAN IRAN

1220 S.W. MORRISON STREET · PORTLAND 5, OREGON · CAPITAL 8-7689
PARTNER: IRVING E. OLSEN

May 19, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

Attention: Mr. Robert M. Bonney

Gentlemen:

Review of Test Pile Driving Data
Proposed Bridge No. 9403
Interstate Highway Oregon I-205
Near Oregon City, Oregon
For the Oregon State Highway Department

This letter presents our evaluation of the test pile driving performed between April 4 and May 1, 1967. Six 14-inch steel H-piles weighing 117 pounds per foot, with reinforced tips, were driven to refusal. A Vulcan 020 pile hammer, delivering a maximum driving energy of 60,000 foot pounds per blow, was used. Some piles were driven with reduced driving energy through the shallower soil layers. The maximum available driving energy was used for the final driving phase of all piles.

The driving equipment used appeared to be satisfactory to seat the test piles in competent rock. In the initial driving phases, the use of a driving energy of less than 60,000 foot pounds per blow was adequate. At the most westerly test pile location, where extensive formations of weathered rock overlie the sound rock, the initial use of lower driving energy resulted in temporary practical refusal at a pile depth far short of the depth of sound rock indicating that a hammer exerting approximately 60,000 foot pounds of energy is necessary. The use of either predrilling or jetting now is not considered feasible or necessary to advance the piles through the weathered rock.

Generally, we found satisfactory correlation between the results of the test pile driving and the exploration borings.

We consider 150 tons per pile to be a safe maximum design load for 14-inch steel H-piles, of suitable section and with tip reinforcement, driven with a pile hammer delivering 60,000 foot pounds of energy per blow to refusal on competent rock, at a minimum depth of 50 feet below the ground surface. A pile load increase of up to one-third may be used for seismic or wind loads. The stresses in the piles themselves must be

CABLE ADDRESS: DAMEMORE

limited to acceptable values. With this driving equipment and planned pile loading, we suggest that refusal in rock be defined as about 60 blows over the last 3 inches or less of driving.

For piles driven to refusal on competent rock overlain by less than 50 feet of overburden, we recommend the use of the suggested factors of safety presented in our initial report. It is advisable to limit the design loads for 14-inch steel H-piles to a maximum of 100 tons. The stresses in the piles themselves must be limited to acceptable values. We recommend that piles with mimimum web and flange thicknesses of about one-half inch and reinforced tips be used. A pile hammer delivering at least 32,000 foot pounds of energy per blow appears adequate for driving these piles.

As mentioned above, the test pile driving data generally confirms the subsoil information obtained from our test borings. Our reviews indicate that no substantial revision of the settlement predictions presented in our initial report is warranted.

Yours very truly,

DAMES & MOORE

Irving E. Olsen

Irving E. Olsen

IEO:UR:els

Three copies submitted

MOFFATT, NICHOL & BONNEY, INC. **Engineers**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET/PORTLAND, OREGON 97232/(503) 232-2117

May 11, 1967

Mr. Ivan Mercnant, Bridge Engineer
State Highway Department
Salem, Oregon

Re: Willamette Bridge No. 9403

Dear Mr. Merchant:

Following recent completion of the test pile driving at the Willamette River Bridge site, we have again reviewed the type of foundation support which we feel is appropriate for the structure east of Pier No. 3. We present our recommendations herein for your review and approval.

Reviewing the test pile driving data with Dames and Moore, our foundations consultant, they find no reason for substantial change in the settlement predictions as covered by their report dated December 6, 1966. As you will recall, these predicted settlements were approximately 4-1/4-inches to 4-3/4-inches for Pier 2, approximately 2-1/2-inches for Pier 1 and approximately 7-3/4-inches to 8-1/2-inches at Abutment 1 (including a settlement allowance of approximately 7-inches for the effect of a 25-foot high approach fill adjacent to Abutment 1 area). Due to the predicted settlements at Piers 1 and 2, we propose to found these piers on high load capacity Steel H piling driven to refusal in solid rock. We will use 14-inch H piles at 117 pounds per foot with a maximum design load of 150 tons.

Because the settlement induced by the approach fill adjacent to Abutments 1 and 5 will occur regardless of the type of foundation support used for the abutments, it is our considered opinion that the most practical solution for this problem is to found the abutments on relatively short friction piles terminated in moderately compact gravel layer which occurs at approximately elevation plus 5 (45-feet below the existing ground surface). Any settlement then occurring in the region below the gravel layer (which is the zone of major influence on the settlement) would have similar effect on the roadway placed on the fill as well as the abutment structure supported on the friction piles. Provision would be made in the design so that the girders supported on the abutments could be jacked up as required to eliminate any objectionable settlement which occurred between abutments 1 and 5 and Pier 1. At the same time, the roadway paving on fill would need to be paved with an overlay to the same amount to maintain smooth grades. We believe that this approach to the taking care of settlements at these abutments is preferable to the sharp change in grade which would occur if the abutments were on long point bearing piling down to rock and the fill settled around the piles.

We are proceeding with the design of these piers and abutments on the basis of the above recommendations, so we would appreciate your early review and comments.

Because of the predicted settlement at the approach fills, we believe it is desirable to complete the approach fill work in the vicinity of these abutments as early in the project as possible and delay construction of the abutments as long as possible. We believe that advance settlement of the fill of at least 12 months can be achieved in this manner and recommend for your consideration that this procedure be followed.

Very truly yours,

Moffatt, Nichol & Bonney, Inc.

Robert M. Bonney

Robert M. Bonney

RMB:wl

cc - Dames & Moore

FORM E-123X 30M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 29 1967

FOR FILE
I-205-7(10) 298
7165

May 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. Bridge at
Oregon City
Interstate 205
Br. No. 9403

Gentlemen:

During the recent test pile driving work on the subject bridge, it became evident that some of the field data indicated in Dames & Moore's Foundation Report was in error. The consulting engineer on this project was requested to have the stationing, location and ground line elevation on all test holes verified.

Attached hereto, I am handing you four prints each of Prints 1, 2, and A-1 through A-7 which are to be substituted for prints of the same number in the Dames & Moore Foundation Investigation Report. These drawings are marked "Revised May 2, 1967" and indicate the results of a field check on foundation hole locations and elevations. Will you please distribute these revised drawings to holders of the Dames & Moore Foundation Report.

I am also enclosing a copy of a letter from the consulting engineer and your attention is called to the last paragraph of this letter regarding the transformation of blow counts to indicate material density.

NOTED
TOM EDWARDS

Very truly yours,

Ivan D. Merchant
Bridge Engineer

2
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:mb
Enc.
cc: Tom Edwards
L. H. Young
C. H. Maison

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MAY 3 1 1967

FOR FILING

I-265-7(10)

7105

May 24, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch St.,
Portland, Oregon 97232

Attention: Mr. Robert N. Bonney

Subject: Expansion Joint Construction
Willamette River Bridge at
Oregon City
Br. No.

Gentlemen:

As I promised you at our meeting in this office yesterday, I am enclosing a copy of Expansion Joint Construction received at the AASHO Bridge and Structures Committee meeting in Seattle last week. This material is sent you for your review and possible inclusion into the subject bridge.

As we discussed, I believe it is mandatory that we develop or use some type of expansion joint which will provide the necessary movement and still be watertight. I say this with "tongue-in-cheek" as this has been a problem since the beginning of bridge construction. Any joint of the type indicated in the enclosed brochure would have to have the approval of the Bureau of Public Roads prior to its inclusion as a contract item; however, if we can assure ourselves that this will do the job, I believe we can get approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Enc.
cc: Mr. Tom Edwards

TED
EDWARDS

RECEIV
MAY 24 1967
OFFICE
STATE HIGHWAY

TED
EDWARDS

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 25 1967

FOR FILING
I-205-7(10)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 23, 1967

The District Engineer
Department of the Army
Portland District Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Subject: Pier Placement
Willamette River Bridge
at Oregon City
I-205

Dear Sir:

By date of March 30, 1967, the Oregon State Highway Department requested a revision in pier placement for the proposed bridge over the Willamette River at Oregon City.

Your letter of May 8th requests additional information on three points regarding the pier revision. These three points will be discussed in the same order as mentioned in your letter:

(a) I am enclosing two prints each of two stream flow charts as prepared by our consulting engineers on this project. The pier locations and alignments have been platted on these charts. Because of the skew of the bridge with relation to the stream flow and the span length, only one pier at any stream cross-section need be considered as far as backwater head. An estimate was made of the increase of backwater head for the proposed piers perpendicular to the bridge center line over the pier placement indicated on the original War Department Permit drawings. The increase in backwater head from the original to the proposed location is on the order of 1/10 of a foot at the maximum flood stage. This amount is negligible and will, of course, decrease at lower flood stages.

(b) It will be necessary to provide a channel change at the mouth of Abernathy Creek. The State proposes to provide a 25' bottom width channel change at the junction of Abernathy Creek and the Willamette River which would have a bearing of South 77° 30" West and with the center line of the channel change 115' southerly from the bridge center line on the center line of Pier No. 3 produced. The

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 25 1967

I-205-7(10)

1105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 23, 1967

The District Engineer
Department of the Army
Portland District Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Subject: Pier Placement
Willamette River Bridge
at Oregon City
I-205

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EDWARDS

distances and angles are approximate. The State can see no reason why this channel change would obstruct the flow of Abernathy Creek in any way at the most adverse stages of water levels between Abernathy Creek and the river.

(c) The piers for the proposed structure will be composed of two approximately square shafts at a distance of about 60' center to center. This will provide an opening between the shafts of 48 to 50 feet for the passage of any drift. The square shafts are positioned in such a manner that stream flow will be directed against a corner of the shaft rather than a flat side and for these reasons, the State does not believe drift will have any tendency to hang up against the piers.

Considerable study was given to the pier placement on this structure because of the girder spans involved and it is the State's belief that the pier placement as proposed in the revision will be in no way detrimental to stream flow or river navigation.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Mr. Tom Edwards

NPPND-WM

8 MAY 1967

State of Oregon
Highway Department
Salem, Oregon 97310

Attn: Bridge Engineer

Gentlemen:

Please refer to your sheet 3 of 3 (Revised) dated 30 March 1967 for the proposed bridge over the Willamette River at Oregon City, Oregon.

This office would appreciate information on three points:

a. Do you have studies showing that the revised pier alignment is parallel, or essentially parallel, to the flow direction at design flood? If not, what will be the backwater effect upstream of the piers resulting from this proposed pier alignment during the design flood as compared to the backwater effect created by the skewed piers shown on the original plan, approved by Secretary of the Army on 24 August 1966?

b. Does the pier at Abernathy Creek obstruct flow from the creek? Specifically, during low flow in the Willamette River will high flow in Abernathy Creek be obstructed to the extent the upstream water levels would be appreciably raised?

c. What are your comments on an opinion that the proposed pier alignment will not pass floating debris as well as the original skewed piers thus further enhancing backwater effect?

It is noted that the Public Notice on this project runs until 23 May 1967. Resolution before that date of the three points raised above will help to assure that action on your application will not be unnecessarily delayed.

Sincerely yours,

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

Copy furnished:
Moffatt, Nichol & Bonney
Engineers, Portland

P

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 24 1967
FOR FILING

I-205-7(1)298

7105

May 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Placement of Water Lines on
Oregon City-West Linn Bridge
East Portland Freeway
Clackamas County
Project No. I-205-7(1)290

Dear Sir:

We have received your letter dated May 17, 1967 to which was attached Mr. Swick's letter dated May 12, 1967 denying our request to place two 18-inch water mains on this structure.

I would like, at this time, to ask your reconsideration of this decision and will point out some of the various factors influencing our request to allow the pipes on this structure.

We recognize, as pointed out in the first paragraph of Mr. Swick's letter, that in general, such installations should be discouraged and avoided wherever feasible to locate pipes elsewhere. You will recall that the selection of the route of I-205 was met with much resistance from all affected by its proposed construction, and that the preferred location in the Oswego area was totally abandoned in favor of the proposed location because of the intense public opposition. The City of West Linn agreed to the route as presently proposed only if the State would agree to certain demands which would fulfill the needs, both present and future, of their city. One of these demands was that the State incorporate into the bridge design provision for carrying two 24-inch water pipes across the Willamette River. This was specifically pointed out to you in our letter of February 1, 1967. In the face of the numerous problems and tremendous opposition encumbering the location of this proposed freeway, this concession seemed very minor when viewed in light of the entire picture.

In paragraph 2 of Mr. Swick's letter, he points out that this case is not an "extreme case" since the saving here is little different from that which could be demonstrated at any river crossing. It is our opinion that the criteria for an extreme case should be considered with the size of the agency affected in mind; that is, an extreme case for one utility may not be an extreme case for another. As pointed out on Pages 2 and 3 of my February 1 letter, the saving to the City is estimated to be $41,000. It was also pointed out that the City of West Linn has a population of approximately 4,600, and that this additional cost would result in an additional assessment of nearly $9 per capita over the assessment required if the installation were on the bridge. Your attention was further called to the final paragraph of Mr. H. S. Burdin's letter dated January 24, 1967 which states as follows: "The estimated saving of $40,000, which can be realized if permission is obtained to place the pipe on the bridge, is a very significant amount of money to a city having the population and fund raising limitations of West Linn. If this additional $40,000 could be raised, it should more properly be spent on a new reservoir or other urgently needed utility improvements rather than consumed by the added cost of an underwater pipe crossing." This, in our view, constitutes an extreme case and justifies the placing of the water mains on the structure as requested. Please bear in mind this water line belongs to a small municipality, not to a large utility, and $41,000 to this city means a great deal more than the same amount would mean to a city with a population 100 times as large.

In the first paragraph of Mr. Swick's letter, he alleges that the accommodating of these water lines "....generally complicates bridge maintenance and ... poses a potential hazard to the highway user...." I should like to point out that this installation will be made in such a manner so that it cannot be maintained from the bridge deck. It will have to be maintained from beneath the structure; therefore, there can be no interference with freeway traffic by forces maintaining the pipe line, and it will be installed in a manner which will cause minimum interference with bridge maintenance. Further, it will be installed so that it will be seen only from beneath the structure upon very careful scrutiny. It will not detract in the appearance at all since it will be virtually hidden from public view.

We feel that our reasoning is sound and in the public interest. We respectfully request you to reconsider your decision and allow the installation of the two 18-inch water mains on this structure as originally requested.

TWL:sg:fw

bc: F. B. Klaboe
I. D. Merchant
L. H. Young
H. S. Cox
L. W. Rulien
R. H. Rumbolz

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

MAY 29 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

Form CD-121 (11-63) (Pres. by A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(1) 298

TO : Mr. Forrest Cooper, State Highway Engineer
7105 Salem, Oregon

DATE: May 17, 1967

In reply refer to: 08-35-EC/404
XRef: 520.1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
See me please

SUBJECT: Oregon Project I-205-7(1)290
Oregon City - West Linn Section
Accommodation of Utilities on Structure

Mr. Litchfield's February 1, 1967 letter provided documentation to support an extreme case waiver of the AASHO policy on utilities, to allow the City of West Linn inclusion of two waterlines on the Willamette River Bridge structure on the subject project.

This request was forwarded to our Washington office and after due consideration they denied the installation on the basis of the information received the utility crossing hardship was not severe enough to warrant an "extreme case" waiver.

For your information Mr. Swick's May 12, 1967 memorandum is attached further explaining the denial.

Enclosure

5-26-67

REFERRED TO ✓
Litchfield - Merchant - Morgan
BY ASST. STATE HWY. ENGR.

Make another application, please.

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon Division

Act	Info		Init
		Div Eng	
		Eng Coord	
	✓	Dist Eng - A	
	✓	Area A Eng	
		Dist Eng - B	
		Area B Eng	
		Planning	
	39-30	R of Way	
		Bridge Eng	
	✓	FA	
		Admin Mgr	
		Maint	
		File	

MAY 12 1967

Mr. B. M. French, Regional Federal Highway
Administrator
08-00.7 Portland, Oregon

E. H. Swick
E. H. Swick, Director of Right-of-Way and Location
Washington, D. C.

Oregon Project I-205-7(1)290, Preliminary Engineering
Oregon City - West Linn Bridge Section
(Reference: Mr. H. B. Stanley's February 15, 1967, memorandum to us)

The installation of pressurized pipelines on highway bridge structures, even under the best of circumstances for accommodating the same, generally complicates bridge maintenance and particularly on freeway bridges, poses a potential hazard to the highway user, e.g., in case of failure of the pipeline and the need for main-lane emergency access for repairs or replacement. As a general rule, such installations should be discouraged in all cases where it appears feasible to locate the pipeline elsewhere.

We appreciate that installing the twin 18-inch water mains on the I-205 bridge, crossing the Willamette River, would be less costly to the utility company and utility consumers than an under-river crossing. However, such a savings can normally be demonstrated without difficulty since installation on a highway bridge should usually prove to be more economical than constructing a separate utility bridge or making an under-river crossing. For this reason, the term "extreme case" means just what it implies; that unless the underlying conditions for installing a pipeline at any location other than on the freeway bridge structure are most extraordinary and extremely difficult, approval as such would not be warranted.

The supporting data furnished by the State and utility in the instant case does not indicate the presence of other than ordinary conditions that would normally be encountered at other river crossings, i.e., there is no indication of unusual physical barriers which would make an under-river crossing extremely difficult or unreasonably costly to the utility consumer. Under these circumstances, it is our view that the State's request does not warrant approval as an extreme case exception under the AASHO policy for accommodating utilities.

This matter has been discussed with the Bridge Division of the Office of Engineering and Operations which concurs in the position outlined above.

cc: Mr. G. M. Williams Mr. W. J. Wilkes

OREGON DIVISION
RECEIVED

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 11, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RH Tokerud
By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-205-7(1)290
Lake Road - Pacific Highway Section
Willamette River Bridge at Oregon City

The consultant's preliminary Drawings SK-P7 to P16 inclusive submitted with Mr. Merchant's letter of April 26 have been reviewed and appear to be generally satisfactory.

We question the necessity of the series of intermediate diaphragms shown on Drawing P13 in connection with the framing plan for the main spans. These would seem to be unnecessary.

Also we wonder if the heavy deep cross frames at Piers 3, 4, 5 and 6 as shown on Drawings P15 and P16 might not be reduced in depth in conjunction with adding knee brackets at Piers 3 and 6 and increasing the depth of knee brackets at Piers 4 and 5. We believe the sloping leg of such brackets should intersect the bottom of the cross beam at a stiffener.

Copy: Young
Dan Dikes

Merchant
PD

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 3 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1967

Fred W. Hill, Member
[illegible]

I-205-7(10)298
7105

May 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Willamette River (West Linn)
Bridge Section
I-205-7(10)298

Dear Sir:

We are submitting for your approval data required by paragraph "B5" of IM 50-2-65 for a new construction project on the subject section of I-205.

Evidence of acceptance of this proposed project by the governing bodies, cities of West Linn and Oregon City, were furnished and approved by your office October 27, 1966.

The right of way for the proposed project is programed and approved under Project I-205-7(4)290.

The proposed construction will be programed under the subject project I-205-7(10)298 in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

cc: R. H. Chase
F. B. Crandall
H. S. Cox

RECEIVED
APR 11 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(10)278

7105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 1967

District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Subject: Willamette River Bridge
at Oregon City
Br. No. 9403

Your Ref.: NPPND-WM-P
1507-21 (Willamette
River-Br.)-14

Dear Sir:

On the 9th of September, 1966, we received an instrument dated August 24, 1967 approving the location and plans of a bridge across the Willamette River at Oregon City on Interstate 205.

Item No. 4 of that instrument states that:

> "No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of the Army."

In the design of the proposed structure, it has become necessary to make a revision in the channel span arrangement in that the piers will be perpendicular to the bridge center line rather than staggered as indicated on Sheet 3 of the plans previously approved.

I am enclosing the original and four copies of Sheet 3 of 3 revised March 30, 1967 to indicate the proposed construction. The navigation clearances in all instances, are equal to or greater than those on the previously approved drawings.

NOTED
TOM EDWARDS

RECEIVED

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(10)298

7105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 1967

District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Subject: Willamette River Bridge
at Oregon City
Br. No. 9403

Your Ref.: NPPND-WM-P
1507-21 (Willamette
River-Br.)-14

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I am enclosing the original and four copies of Sheet 3 of 3 revised March 30, 1967 to indicate the proposed construction. The navigation clearances in all instances, are equal to or greater than those on the previously approved drawings.

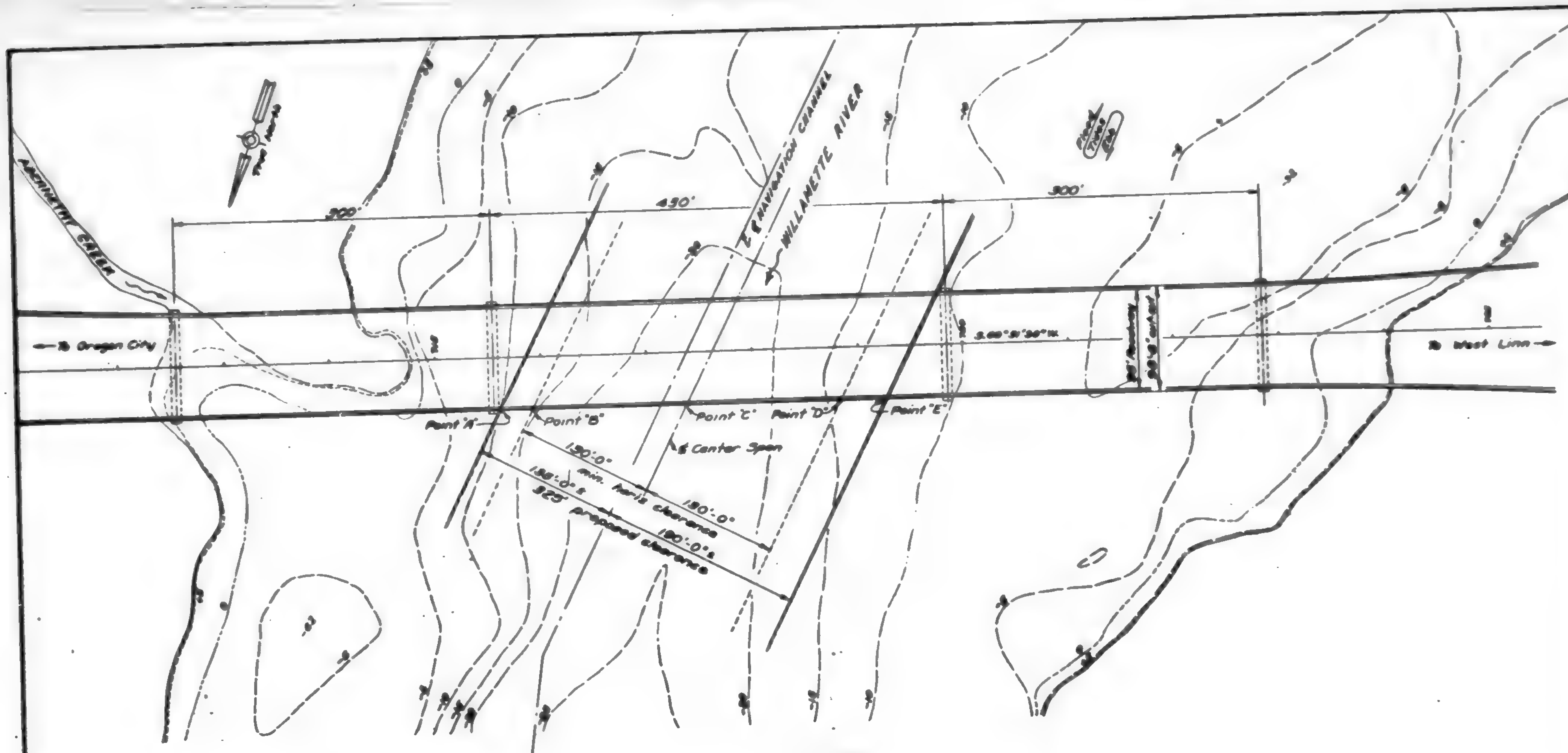
NOTED
TOM EDWARDS

Will you please substitute the enclosed copies of Sheet 3 for the like numbered sheets sent you previously and advise us as to the approval of the revised plans.

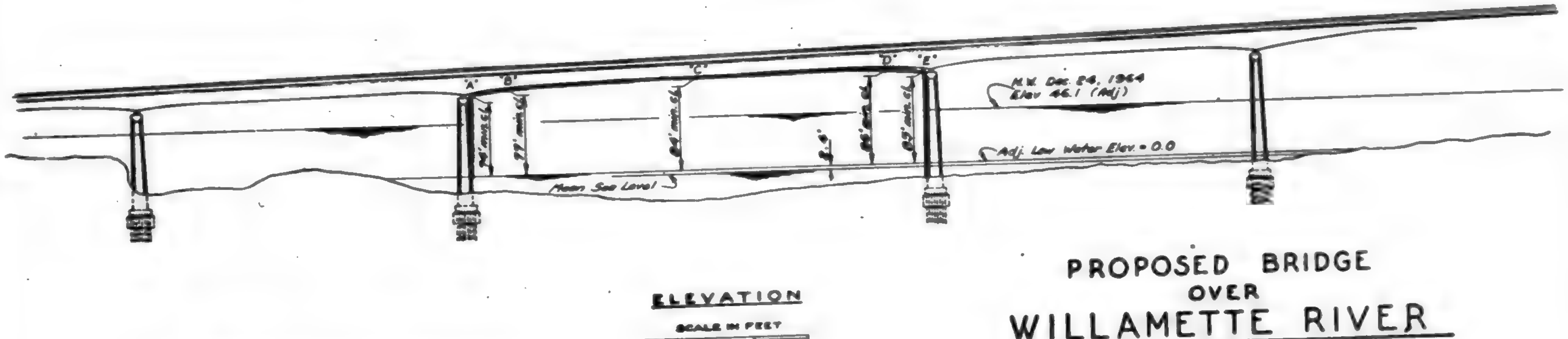
Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Tom Edwards



PLAN



ELEVATION

DATUM–
SOUNDINGS & ELEVATIONS ARE IN FEET
AND REFER TO ADJUSTED LOW WATER.
LOW WATER CORRESPONDS TO AN
ELEVATION 2.4 FT. ABOVE MEAN SEA
LEVEL...

MILES ABOVE MOUTH OF RIVER 25.5

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
OREGON CITY, OREGON
CLACKAMAS, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MARCH 30, 1967
SHEET 3 OF 3
(REVISED)

FORM E-123X 90M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 10 1967
FOR FILE

I-205-7(10)298

7165

April 6, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch
Portland, Oregon 97232

Attention: Mr. Robert M. Bonney

Subject: Willamette River Br.
Oregon City-West Linn Sec.
I-205
Br. No. 9403

Gentlemen:

This is to confirm our telephone conversation regarding your request to have your soils consultant, Dames & Moore, put down three additional holes to determine the rock line on the West Linn on-ramp of the subject project.

The estimated cost of the three additional holes plus office work is approximately $1,200.00. For your information, the amount unexpended up to and including Progress Invoice No. 6 is $2475.62 rather than the $5475.00 mentioned. Under no circumstances should the amount exceed the $2475.62 and it should be held to the approximate figure of $1200.00 if at all possible.

At your convenience, this work may proceed.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
L. H. Young
C. H. Maison (w/2 att.)
Federal Highway Adm.
Att: Mr. Roy Tokerud

NOTE: This additional work has the advance approval of Mr. Tokerud.

IDM

NOTED
TOM EDWARDS

RECEIVED
APR 7 1967
OFFICE OF
ENGINEER

RECEIVED
MAR 8 - 1967
FOR FILING

I-205-7(10)298
7105

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 24, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch Street
Portland, Oregon 97232

Subject: Willamette River Bridge
I-205
Br. No. 9403

Gentlemen:

Sketch No. P-1 recently submitted on the Willamette River Bridge in Oregon City has been approved subject to minor revisions. I am enclosing a copy of a letter dated February 21 from the Bureau of Public Roads indicating their approval of the layout with two exceptions. These two exceptions are those that we discussed upon the submission of this drawing; namely, the span revisions over the Oswego Highway and the span easterly therefrom would be approximately equal spans rather than 132' and 111'. Also, that the two 80' spans on the "C" ramp would be made continuous to eliminate a deck joint.

As mentioned in the Bureau letter, they desire that a study be made of the lateral systems throughout the structure so that it may be kept to a minimum to improve the appearance as much as possible. This was discussed with you by phone on February 23 and I believe we are in general agreement on the bracing systems to be considered and used, if feasible.

At the present time, I am unable to tell you definitely that the 18" water mains will be designed into the structure and it will be approximately two weeks before the final answer is known. If your work requires a determination on the water mains, I would suggest that they be considered in any design that you may be making at this time as I am sure that they will be approved for installation.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards

ECE
2
OFFICE

RECEIVED
FEB 27 1967
FOR

(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(16)298

7105

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan Merchant

DATE: February 21, 1967

In reply refer to:
08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R H Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge at West Linn - Oregon City
Preliminary Layout

We have reviewed the revised layout shown on Sketch P-1 submitted with your letter of February 15, 1967. We approve the layout shown subject to the conditions outlined in the third paragraph of your letter.

Following the discussion we had in your office on February 17 on the subject of improving the underside appearance of structures by keeping the amount of lateral bracing to a minimum, we recommend that you discuss this feature with the consultant.

NOTED
TOM EDWARDS

Copy to
Monfort
Young
2-23-67

[illegible]
[illegible]
OFFICE OF
STATE [illegible] ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ADVANCE COPY
SUBJECT TO REVISION

OREGON STATE HIGHWAY COMMISSION

SUPPLEMENTAL NOTICE TO CONTRACTORS

February 17, 1967

Sealed bids on the following project will be received and opened by the State Highway Commission in Room 419, State Highway Building, Salem, Oregon, at 9 a.m., Friday, February 17, 1967. Award will be made by the Highway Commission within a few days after bids are opened.

BIDS TO BE OPENED AT 9 A.M., FRIDAY, FEBRUARY 17, 1967

(2) CLACKAMAS COUNTY: Willamette River (West Linn) Bridge on the East Portland Freeway near east city limits of West Linn. Driving test piling. Federal-aid Interstate Project No. I-205-7(1)290. Requires approximately 1,200 lin. ft. 14BP117 steel piling; and 48 hours pile driving equipment on hourly basis. Completion time 60 calendar days.

The same regulations apply regarding wage rates for Labor and Civil Rights as stated in our regular "Notice to Contractors" for February 17, 1967.

Prequalification of bidders will be required in accordance with the provisions of ORS 279.010 to 279.024, incl. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by eligible bidders upon payment of $2.00 for each set.

Plans and specifications may also be inspected at the office of the Associated General Contractors in Portland, Eugene, Seattle, Spokane, and Boise, and at the Builders Exchange Cooperative, Portland.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION
Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner

Forrest Cooper
State Highway Engineer

ATTEST:
Floyd Query, Secretary
2-1-67

RECEIVED
FEB 2 - 1967

FOR FILING

I-205-7(10)298

7105

February 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Preliminary Layout
Willamette River Bridge at
West Linn-Oregon City
Oregon Project I-205-7(1)290

Your File: 08-35.6

Dear Sir:

Your memorandum dated January 19 on the subject project referred to the matter of structure continuity and the use of curved beams.

Although not specifically designated on the previously received preliminary plans from the consultant, the consultant had proposed to use a system of anchor spans and suspended spans to achieve continuity throughout the project, except on the three main spans which were to be fully continuous.

This has been discussed with the consultant and an agreement reached that all spans, insofar as structurally feasible, will be made fully continuous to eliminate as many deck joints as possible. Also, the use of curved beams has been discussed with the consultant and an agreement reached that the on- and off-ramps on the West Linn side and the off-ramp on the Oregon City side will be designed using curved beams, because of the degree of curvature involved and the desire to achieve a good overall appearance.

The anodized aluminum quarter round section proposed by the consultant on the median barrier rail is still being studied. It was the consultant's desire to achieve a color contrast with the proposed quarter round installed on the white cement concrete median barrier. You will be kept advised as to the details to be incorporated in the median barrier.

Material was furnished the consultant on January 25 which would permit the six months' design time provided in the contract to begin on that date and the consultant was advised, and is agreeable, to that date as the beginning date for furnishing final plans and specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:mb ja

Form CD-121
(11/33)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 19, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A W Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge at West Linn-Oregon City
Preliminary Layout

We have reviewed the preliminary plans submitted with Mr. Merchant's letter of January 17. The minor revisions in geometrics shown thereon and proposed in your letter are satisfactory.

In discussing these plans with Mr. Merchant we were surprised to learn that the consultant proposes to use simple spans throughout, except for the main 3-span series. Although the consultant's report was silent on this matter, the elevation views shown of the approach spans, including the use of vertical haunches, led us to believe that continuous design was contemplated. Our Washington office made the same assumption as evidenced by a comment they made in the second paragraph of a memorandum dated November 10, 1966 (copy previously furnished you).

A continuous design to the extent feasible would permit a substantial reduction in the number of deck joints and should result in some economy. The haunching of beams as proposed involves extra material and considerable additional cost of fabrication. It therefore seems logical that advantage should be taken of these haunches by designing continuous spans.

For those roadways with considerable curvature we recommend that the girders be curved. The curved girders would enhance the appearance of the structure and would make continuous design practical and desirable.

The dark anodized quarter section at the upper corners of the median rail will be a relatively expensive item, and we seriously doubt that this will in any way improve the appearance. We wonder also if the use of aluminum is advisable in the West Linn-Oregon City industrial area.

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 27 1967
FOR FILING
I-205-7(10) 278
7105

January 26, 1967

Mr. Robert M. Bonney
Moffatt, Nichol & Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

Dear Mr. Bonney:

Your letter of January 18 forwarding the certificate covering the change of the company name and style of Moffatt, Nichol and Taylor to Moffatt, Nichol and Bonney, Inc., a corporation, has been examined by our legal staff. They note the certificate appears to be sufficient.

We will, therefore, forward it to our Accounting Division, who will discuss the matter with the Secretary of State with respect to the processing of future payments under this contract.

We will advise you if anything further is needed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc/enc. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

bc Floyd Query (enc.)
Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison (enc.)

CERTIFICATE

> "WHEREAS, John G. Moffatt, Frank E. Nichol and Robert M. Bonney, co-partners, doing business under the name and style of Moffatt, Nichol & Taylor, have sold, assigned, transferred and conveyed to Moffatt, Nichol & Bonney, Inc., an Oregon corporation, certain assets of said partnership, including but not limited to all outstanding and uncompleted contracts, and
>
> WHEREAS, Moffatt, Nichol & Bonney, Inc., a corporation, propose to assume and perform said contracts, as above referred to, according to their terms,
>
> NOW, THEREFORE, BE IT RESOLVED that Moffatt, Nichol & Bonney, Inc., a corporation, hereby assume and agree to perform, according to their terms, all contract obligations of Moffatt, Nichol & Taylor existing as of December 31, 1966."

I hereby certify that the foregoing is a full, true and correct copy of a resolution adopted by the Board of Directors of MOFFATT, NICHOL & BONNEY, INC. at a meeting held on the 30th day of December, 1966, and that the foregoing resolution appears of record on the books of said Corporation and is now in full force and effect.

Witness my hand and seal of said Corporation this 17th day of January, 1967.

(Corporate Seal)

Winona Lard
Assistant Secretary

PR-WE-123X. 90M 7-66
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 9 1967

[illegible]
Bridge
[illegible]

NOTED
R. L. PORTER

January 6, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch Street
Portland, Oregon 97232

Subject: Willamette R. Bridge No. 9403
West Linn-Oregon City Section
I-205

Gentlemen:

By your letter of January 3rd, you indicate that the partnership of Moffatt, Nichol & Taylor has been changed into the corporation of Moffatt, Nichol & Bonney.

Inasmuch as the contract for engineering design services for the Willamette River Bridge was in the name of the partnership, it is the State's belief that to protect its interests, an authenticated copy of the minutes or the documentation that the new corporation, through its directors, has assumed the duties and obligations of the partnership under this contract specifically or all subsisting contracts, generally, should be furnished the State. At your early convenience, will you please furnish the State with such a document.

I am enclosing a copy of the inspection report prepared by the Bureau of Public Roads on our December 12th meeting in your office. This report is for your information only; however, it is noted that the Bureau is in concurrence with our belief that test piling should be driven on the west bank prior to contracting. In our previous discussions, you were to advise the State of your recommendations on the installation of test piling.

Also enclosed, are four prints of our Dwg. No. 2070 which details a 20' reinforced concrete panel at bridge ends. Provision should be made at all bridge ends for a paving ledge to accommodate a reinforced concrete panel. At the present time, the belief is that the paving on the main lines of I-205 will be PCC with the entrance and exit ramps up to the end of a 20' reinforced concrete pavement being ACC.

Your telephone call of January 5th requested a program for "Offset Spiral Intercepts" for the IBM 650. Prior to 1962, all the

State's programming was done for the 650; however, at that time, a 1420 was installed and all programs have been revised to fit the 1420. I am enclosing the program which you requested which, incidentally, is the same program that is used by the State of Washington and hope it will be of value to you in this project. Included in the program, are the instructions to engineers and a supply of data sheets for use in the program.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Tom Edwards
R. L. Porter

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

RECEIVED
JAN 27 1967
FOR FILING

I-205-7(10)298

7165

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch Street
Portland, Oregon 97232

Attention: Mr. Robert Bonney

Subject: Willamette River Bridge
at Oregon City
Br. No. 9403
I-205-7(1)290

Gentlemen:

By letter of January 18th, you furnished a copy of a resolution adopted by the Board of Directors of Moffatt, Nichol & Bonney, Inc., assuming all contractual obligations of Moffatt, Nichol & Taylor, a partnership. This resolution is satisfactory to the Highway Department and you have our approval to use the new firm name on all subsequent correspondence, drawings, etc., on this contract.

On January 16th, you furnished the Highway Department 7 prints of your revised preliminary plan and elevation for the proposed bridge over the Willamette River. At that time, several minor items of alignment were discussed and a solution for these problems agreed upon. Also at that time, you requested revised grade lines over 99E and the Oswego Highway because of insufficient vertical clearance. I am handing you herewith, 8 prints of the revised grade lines on the main line only which have been revised as per our discussion on January 16th. Ramp grades are being finalized and will be furnished you as soon as possible.

Item 3(b) of the engineering contract provides that all things required under the contract shall be completed and delivered to State within six calendar months from the date the State furnishes the consultant with an approved preliminary layout. I hand you herewith, a copy of your preliminary layout containing Sheets 22, 201, 02, 03 and 04 revised 1/13/67 which are stamped "Approved as Noted". This preliminary submission is stamped "Approved as Noted" as in comparing the submission to the Department on January 16th with the previous submission, there is a considerable change in span lengths in the portion of the West Linn approach adjacent to Pier 6. It is believed that longer spans and less piers will make for a more pleasing structure and we ask that this portion of the layout be given further study. The preliminary layout

NOTED
FORREST COOPER

stamped "Approved as Noted" is considered to be the State's approval of the overall project with the above items as design details and you are notified that the six months' period for completion of work under this project will begin with your receipt of this letter and attached material.

I am also enclosing a copy of a memorandum from the Bureau of Public Roads dated January 19th for your study. Your particular attention is directed to paragraphs 3 and 4 in which the question of structural continuity is raised and also the belief that curved girders would enhance the appearance of the structure and make girder continuity more desirable from a structural standpoint. The State is in agreement with the Bureau on the above-mentioned items of continuity wherever possible and the use of curved girders on the approaches.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe

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JAN 2[illegible]
[illegible]
STATE [illegible]

JAN 18 1967

FOR FILING

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7105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 18, 1967

SUBJECT: West Linn-Oregon City Bridge, I-205

To: Memo to the Files

The City of West Linn has requested that the State provide room on this structure for two 18-inch water mains. In order to accurately determine whether or not these installations can be justified to the Bureau of Public Roads, we must know the following things:

1. Will the cost of the structure itself increase due to the weight of these pipes or for any other reason concerned with their installation?

Mr. Merchant will determine this and advise us as soon as possible.

2. What is the relative cost of installing the pipe lines on the bridge compared to the cost of alternate methods of transporting the water across the river such as burying it under the river itself?

Mr. Litchfield will confer with the consulting engineer for the City and determine these costs.

After we have secured the necessary information, we will immediately make application the Bureau of Public Roads for permission to install these pipe lines on the structure on the basis (if the information gathered proves our point) that to do so would result in a substantial savings to the water user who will have to pay the bill.

I anticipate that those charged with the duties of securing this information will have assembled it by January 24 and that submission to the Bureau of Public Roads will take place within a few days of that date.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
Ivan Merchant
F. D. Morgan
L. H. Young
H. S. Cox
T. W. Litchfield

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 19 1966
FOR FILING

I-205-7(1)
7105

December 14, 1966

Moffatt, Nichol & Taylor
1845 N.E. Couch St.
Portland, Oregon

Attention: Mr. Robert Bonney

Subject: Oregon Project I-205-7(1)290
Willamette River Bridge at
West Linn-Oregon City
Br. No. 9403

Gentlemen:

As agreed previously, when you were in the office, I am enclosing a print of Dwg. No. 22621 of a standard luminaire support for use on structures. This drawing is sent for your consideration only as at this time, it has not been used on any of our work and neither has it been checked structurally. It is our belief that a pole of this shape could be used to advantage on the subject project as we are making every effort to have an aesthetically-pleasing structure in the end.

Your letter of December 8th submitted seven copies of Dwg. No. 1319-1 which shows a typical cross-section of the roadway of the three main channel spans. The details indicated on this drawing have been studied and the suggestion is made that a study be made to determine the possibility of eliminating one stringer. This was as discussed Monday in your office with the Bureau of Public Roads' representatives. Also at that time, it was pointed out that our office practice is to use a minimum deck thickness of 7" and that we are now eliminating the use of truss piers in deck slabs. I believe these two items should be applied to the design of this structure. The details indicated on the above-mentioned drawing are satisfactory subject to any revisions made necessary by the approved geometric layout to be furnished you.

Confirming our recent telephone conversation, at such time as we are able to furnish you the approved geometric layout and grades of the structure, you will prepare revised preliminary drawings. These drawings are to be submitted to the State in sufficient number so that they can go to the Bureau of Public Roads for their approval. At this stage, all items pertaining to the final plan should have been "ironed out" to the point where changes in final plans would be at the bare minimum.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Enc.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
DEC 19 1966

FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-7(10)298

7165

December 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Oregon Project I-205-7(1)290
Willamette R. Br. at
West Linn-Oregon City
Br. No. 9403
Submission of Foundation Data

Dear Sir:

Foundation investigation by our Consultants, Moffatt, Nichol & Taylor as required by Art. I-1 of the contract has been completed.

I am enclosing three copies of the report by Dames & Moore who did the actual investigation. One copy of this report had been previously handed to Mr. Tokerud. The above material is sent as a preliminary submission for the foundation work.

Also enclosed, are four prints of Dwg. No. 1319-1 prepared by the Consultants and indicating the general configuration of the structure at the main piers as to roadway widths, etc.

The State is now in the final process of preparing a geometric layout of the structure which will indicate vertical and horizontal alignment, roadway width on ramps and the main structure and other pertinent geometric details. This will be furnished your office at the earliest possible time for your approval. At such time as this geometric layout is approved, it will be furnished the Consultants and they will be requested to prepare a revised preliminary layout of the entire structure incorporating revisions requested by your letter of Nov. 29th and as agreed to by the State.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
F. B. Klaboe
L. H. Young
C. N. Maison

RECEIVED JAN 3 - 1

FORM PR-15 (REV. 1-65)

cc: Region
Wash DC
OSHD, 2 cys
Moffatt, Michel & Taylor, thru OSHD
Oreg Div Dr Ofc

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

12-12-66

INSPECTION REPORT

REGION 8	REPORT ON Design of Willamette River Bridge, I-205	DIVISION Oregon
DATE OF INSPECTION 12-12-66	INSPECTION MADE BY Roy Tokerud, Div Dr Engr, Willis Grafe, Area Engr	PROJECT NO. I-205-7(1)290

IN COMPANY WITH R. Stephenson, Reg Bridge Engr, BPR; I. D. Merchant, State Bridge Engr; Robert Ramsey of Moffatt, Michel & Taylor, Consulting Engineers

REMARKS

I-205-7(1)[illegible]

[illegible]

DESIGN OF WILLAMETTE RIVER BRIDGE, I-205

On December 12 we met in the office of Moffatt, Michel & Taylor, consulting engineers, to discuss the preliminary plans and the forthcoming detail design of this structure.

The consultant has prepared a typical cross section for the main spans (shown on Dwg. 1319-1). A General Motors type railing is planned for both sides and the median. As shown, the median rail would be split to form a joint between the independent halves of the superstructure and a pipe would be mounted on one-half of the split parapet. We suggested that the split median would make it difficult to obtain good top lines on the parapet, considering the possibility of some differential deflection between the halves of the structure.

Also, the single pipe supported on one-half of the parapet seems to lack proper symmetry. The typical section shows four intermediate stringers in a space of some 32 feet. It was suggested that the final design would undoubtedly show that some lesser number of stringers would be appropriate.

The initial foundation work has now been completed by Dames & Moore who were engaged by the prime consultant to do the foundation investigation work. To date they have spent approximately $65,000, which includes all money authorized in both the initial and subsequent agreement. A report of their exploratory work and analysis is now available and was discussed at this meeting.

The investigation revealed that the distance from streambed to solid rock throughout most of the length of the structure varies from 120 feet up to about 200 feet. Overlying material consists of layers of sand, gravel, compressible silt, and weathered basalt. It has been agreed that all main piers should be supported on piling driven down to the solid rock. This will involve driving piles through weathered basalt varying in thickness from 20 to 80 feet. At the adjacent Pier 7 the thickness of weathered basalt is over 100 feet. In view of the difficult pile driving anticipated, it was recommended that several test piles be driven to determine the feasibility of driving piles to bedrock and/or using piles that stop short of the bedrock.

(more)

NOTED
TOM EDWARDS

At the east end of the bridge where the underlying material includes some 120 feet of compressible silt, the report discusses the problem of differential settlement between the abutment and Piers 1 and 2 on the assumption that the foundation for the two easterly approach spans would not be carried down to solid rock. Since there will also be the problem of differential settlement between the pavement at the bridge end and the end of the structure, some consideration should be given to supporting the west end abutment on top of the embankment. If this were done the embankment should be placed as far in advance of the approach span construction as possible.

A discussion was held concerning the depth the footing should be placed below streambed, and the type of riprap scour protection to be provided. In this regard it may be advisable to make some stream velocity measurements at several locations during one or more periods of high water.

Another item which should be studied and considered is the advisability of specifying some scour protection during the various stages of construction, as suggested by our Washington office in their memorandum of November 10, 1966.

As yet the consultant has not been furnished a final geometric layout of the bridge. The State is now making final revisions in the geometric layout and this will soon be furnished to the consultant after approval by the Bureau.

Mr. Bonney advised that they plan to do the substructure design in the Portland office and most of the superstructure design in their Long Beach office. He estimated that about 20 men will be utilized for performance of this work.

RECEIVED
DEC 9 - 1966
FOR FILING

I-205-7(10)298

7105

p

Salem, Oregon
December 8, 1966

Mr. Ivan Merchant
Bridge Engineer

I am not in accord with the Dames and Moore report concerning the handling of the settlement problem on Abutment 1 and Piers 1 and 2 on the West Linn-Oregon City Bridge.

Please see that these piers are founded in such a way as to eliminate settlement.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 28 1966
FOR FILING

I-205-7(10) 298

7165

November 23, 1966

Moffatt, Nichol & Taylor
1845 N.E. Couch St.,
Portland, Oregon

Attention: Mr. Robert Bonney

Subject: Willamette R. Br. at
Oregon City
Interstate 105
Br. No. 9403

Gentlemen:

This is to confirm our telephone conversation of Monday afternoon regarding structural features of the subject job.

The basic roadway section for the 3 main channel spans will be 95' between parapet rails and will consist of 6' shoulders on the right side of traffic, 3 - 12' traffic lanes and an 11' median. With further reference to the median, it is believed at the present time that this should have a metal parapet rail to be in keeping with the hand rails. You are to study this problem and make a recommendation on a median section with metal parapet rail.

The structural portion of the 3 channel spans will consist of separate structures with 2 box girders under each half, floor beams and stringers with no stringer or floor beam projection outside of the outside box girders.

The revision in median width and ramp width as required by the Bureau of Public Roads has retarded our submission of the structure geometry to you. It is anticipated that this material can be sent you about the end of the month; however, it will be sent you at the earliest possible time.

At such time as the foundation report is complete, I believe it would be well for a general meeting to determine any unresolved problems relating to the design and detailing.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

R
NOV 2 1966
STATE

IDM:mb
cc: Tom Edwards
F. B. Klaboe
Roy Tokerud

RECEIVED
NOV 18 1966
FOR FILING
I-205-7(10)-228
7105

November 17, 1966

Mr. Rod Geier, Manager
Tri-City Chamber of Commerce
102 Ninth Street
Oregon City, Oregon 97045

Dear Mr. Geier:

Your letter of November 4 requests information on the clearance of the proposed bridge between Oregon City and West Linn. I am happy to tell you that we are now in a position to give you some accurate figures.

In the channel span of the proposed bridge, the clearance on the left edge of the channel will be 40' with 38' at the center line of the channel and 31' at the right or east edge of the channel. All clearances are above the 1964 high water elevation. At this location the 1964 high water is 46' above the adjusted low water elevation. The clearances given above would then be increased in each instance by 46' to give the vertical clearance above low water.

I trust the above information will be adequate for your purpose.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

IBM:mb mc
bc Forrest Cooper
R. L. Porter
I. D. Merchant

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
222 S. W. Morrison St.
Portland, Oregon 97204

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

DATE: Nov. 16, 1966

In reply refer to: 08-00.1

FROM : B. M. French, Regional Engineer
Portland, Oregon

SUBJECT: Oregon I-205-7(1)290, Willamette River Bridge at West Linn-Oregon City
Preliminary Layout

Attached is a memorandum from Director of Engineering Williams which gives his comments on the design for subject bridge. This memorandum just now reached my desk.

Mr. Stephenson will not be in the office until Monday next week. Upon his return Mr. Tokerud may want to discuss this matter with him.

Attach.

CC: Stephenson

NOTED
TOM EDWARDS

Copy to
merchant
11-28-'66

REC
NOV 18 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 29 1966
FOR FILING

Const
Bridge
Gen

O City -
W. Linn

Mr. B. M. French, Regional Engineer
Portland, Oregon

November 10, 1966

32-42

MARTIN DEUTERMAN

G. M. Williams, Director of Engineering and Operations
By: Martin Deuterman, Acting Chief, Bridge Division, Washington, D. C.

Oregon I-205-7(1)290, Willamette River Bridge at
West Linn-Oregon City - Preliminary Layout

Reference is made to Mr. Stephenson's memorandum of October 17 and the items listed therein. We have examined this material and concur in the selection of Design A as a basis for design, subject to the following comments.

The Elevation shown on Drawings 22201 and 22202 indicates continuous construction from abutment to abutment for a length of 2,777 feet. We assume this is not intended since the proposed cross section arrangement changes at Stations 712 + 55 and 722 + 85.

The cross sections shown on Drawing 22203 as well as the color perspective rendering indicate that no lateral bracing is intended. This is contrary to AASHO requirements for spans over 125 ft.

After reading on page 15 of the Preliminary Report that all the steel companies contacted by the consultant believe main girders and floor system would be the easiest to erect and lowest in cost per pound, it is surprising to find that the recommended cross section for the long spans shown on Drawing 22203 consists of all box girder stringers. This arrangement is much too extravagant with web material, and we do not believe the remedy should be thinner webs than permitted under the 1965 AASHO Specifications.

We recommend two main box girders and floor system for each half, with girders spaced as shown on Sheet 2 of 3 for Design II. We would also go along with 3 single web girders for each half, spaced about 20 ft. on centers with floor beams on about the same spacing. This would result in four-sided support and two-way reinforcing for the deck slab, which has been found to be economical in several cases. The two-way reinforcing would also tend to reduce crack formations in the deck.

The Division Engineer specifically invited our comments relative to the proposal of leaving steel sheeting in place as a further protection against scour. Since the depth of scour increases with the width of the obstruction to flow, it would be better to lower the footing and have only the width of pier stem form the obstruction. This should result in less scour depth and better protection than a cofferdam left in place.

oC

NOTED
TOM EDWARDS

Copy - Merchant
12-28-66

Another acceptable design would be to keep footing elevation where now proposed and design the supporting pile group to be stable without lateral support from the surrounding materials down to anticipated scour.

On the Mississippi River bridge at Cairo, Illinois, we recommended against leaving the cofferdams in place.

A major problem experienced with foundations where stream velocities and stream bed material indicate scour as being probable is the even more nearly unpredictable scour occurring during the various stages of construction. Scour can and often will occur as soon as any form of obstruction is inserted into the stream bed. Stream bed protection is essential in such cases. We suggest consideration be given to specifying the placement of a stream bed layer of gravel before the steel sheeting cofferdam is set, and the placement of a layer of heavy riprap around the cofferdam after the sheets are set but before they are driven and any foundation excavation is made.

Apparently, the steel foundation piling will be long if end bearing conditions are sought. We suggest the use of reinforced tips on these piles.

Mr. Stephenson's memorandum of June 10 recommended participation in 6-foot shoulders throughout this bridge. The division office recommended the same. The State requested 10-foot shoulders on the 4-lane section and 6-foot shoulders on the 6-lane section of the bridge. Limited accident data and other supporting information were included in the State's letter.

Mr. Stephenson's memorandum of October 17 recommended approval of a later plan, Design A, which includes 11'-9" right shoulders on the 4-lane section of the bridge and 7'-9" right shoulders on the 6-lane section of the bridge and on the approach ramps. The 16-foot median section includes a new slope concrete parapet barrier (the same section as on the outer rail), which is 3'-2" wide. This results in a 6'-5" clear left shoulder across the bridge.

This is a major long-span bridge and falls under Case 2 of IM 40-2-66. The unit cost per square foot is a median value. The basic highway is a 4-lane section but with interchanges on each side the bridge has an additional lane for weaving in each direction. The need for a 16-foot median width, and the 6'-5" left shoulder, is not evident since the basic highway is only 4 lanes.

The accident statistics submitted indicate an improvement in accident experience with wider shoulders. As factors other than traffic volume and shoulder width, such as lane widths, number of lanes, proximity to ramps, weaving traffic, signing, etc., affect the accident picture, the validity of the conclusions regarding safety as related to shoulder widths remains somewhat debatable.

After considering these points and the fact that other new freeway bridges in the area have only 6-foot right shoulders, we conclude that it is not in the public interests to provide left and right shoulders that total 18'-2" on the 4-lane section and 14'-2" on the 6-lane section. On the other hand, we feel the facts of the case support design with clearances above the 3'-6" minimum to the rail barriers. In line with your recommendation, we think it appropriate that there be FAI participation in a left plus right shoulder width of about 10 feet, the division of which will be determined by structural design features. The left shoulder should be at least 3 feet and desirably the right shoulder should be at least 6 feet.

RECEIVED
NOV 22 1966

FOR FILING
I-205-7(10)298
1105

MISC. CONTRACTS and
AGREEMENTS No. 3125

September 30, 1966

Moffatt, Nichol and Taylor
1845 N. E. Couch
Portland, Oregon

AGENDA
OCT 6 1966
41

Gentlemen:

We are enclosing for your files two fully executed copies of supplemental agreements concerning the foundation work and design on the bridge across the Willamette River near Oregon City on the East Portland Freeway.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lb
Enclosures

cc R. L. Porter
Tom Edwards
L. H. Young
L. D. Merchant
C. H. Maison

RECEIVED
SEP 2 1 1966

FOR FILING

I-205-7(16)-77

7165

September 20, 1966

Oregon State Highway Commission

Gentlemen:

Reference is made to the agreement dated July 7, 1966, with Moffatt, Nichol and Taylor, consulting engineers, covering the design of the west Linn-Oregon City Bridge on Interstate Route 205.

Due to unprecedented depth of unsuitable foundation material, the drilling operation in connection with the foundation exploration will overrun approximately 100 percent. As this feature of the consultant's work is on a per diem basis, it is recommended that his compensation be increased by the amount of $25,081.

Under the terms of this agreement, the consultant was commissioned to prepare three preliminary designs for the State's perusal. On September 12, a conference was held and it was the opinion of this Department, (in which the Bureau of Public Roads concurred), that the consultant should prepare a fourth design, which is more or less a combination of his plans No. 1 and No. 2. It was the feeling of the people in attendance at the meeting that this might provide not only the most functional but also the best appearing structure possible for the conditions involved. The consultant has agreed to prepare this additional estimate for the sum of $4,800.

The matter will be on the agenda for the October 6 meeting and it is recommended that it have your approval. It was tentatively approved by Chairman Jackson on September 12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
G. E. Rohde
L. W. Rulien

RLP:ms bg

CEIVED
SEP 27 1966
FOR FILING
I-205-7(10)
7105

September 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Willamette River Bridge
Bridge No. 9403
Interstate 205

The Highway Department executed a contract dated July 7, 1966, with Moffatt, Nichol & Taylor, consulting engineers, to do certain work in the design and construction of a bridge across the Willamette River at Oregon City on Interstate 205.

Under Article I-2. - THINGS TO BE DONE BY CONSULTANT - three preliminary design studies of different types of construction were to be prepared by the consultant. Further, under this paragraph the State, at its option, may order additional preliminary studies or alterations or modifications to the three required studies. The consultant has completed the three preliminary design studies required by the agreement.

A study by the Highway Department indicates the necessity for an additional preliminary study, which study will incorporate structural and geometric features of preliminary study designs 1 and 2 as completed by the consultant into the fourth preliminary study to be known as Design "A".

Article XIII of the agreement provides for alterations or changes in the work and provides further that compensation shall be mutually agreed upon between State and consultant. Attached is a copy of a letter dated September 13, 1966, from the consultant including a breakdown of his additional costs. The Consultant has estimated the fourth preliminary study to cost $4,800 and the Highway Department believes this is a reasonable figure for the work involved.

Also attached are two copies of a second supplemental agreement covering the additional work. A supplemental agreement covering additional work for foundation investigations has been sent you previously. Under the first supplemental agreement, the maximum amount payable under this contract was increased from $320,841 to $345,922. The maximum amount payable under the second supplemental agreement for the fourth preliminary study will increase the maximum amount $4,800, to $350,722. The matter of the additional study has been discussed with members of your staff and they are in agreement that the additional study and the revisions to the geometric and structural layout of the bridge are necessary to obtain the most esthetic and practical structure possible.

May I have your concurrence in negotiating the second supplemental agreement with the consulting engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachments

cc Forrest Cooper
Tom Edwards
C. H. Maison
Victor D. Wolfe
L. H. Young
I. D. Merchant

IDM:mb ms

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N.E. COUCH STREET
PORTLAND 12, OREGON

September 13, 1966

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Willamette River Bridge No. 9403
Oregon City, Oregon

Dear Mr. Merchant:

This letter is our proposal for providing engineering services in connection with supplemental Preliminary Design A, as discussed at the Preliminary Design Conference in your office on September 12, 1966.

Design, estimating, drafting and supplemental report	$ 4,000.00
Artist's Rendering	800.00
Total	$ 4,800.00.

Very truly yours,

Moffatt, Nichol & Taylor

Robert M. Bonney

Robert M. Bonney

RMB:wl

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N.E. COUCH STREET
PORTLAND 12, OREGON

WILLAMETTE RIVER BRIDGE ROUTE I-205
OREGON STATE HIGHWAY COMMISSION
ENGINEERING ESTIMATE

September 14, 1966
Page 1

1. Supplementary Preliminary Design A

Project Manager	25 hours @ $10.00	$ 250
Project Engineer	60 hours @ $ 6.00	360
Conferences	40 hours @ $ 8.00	320
Senior Engineers	80 hours @ $ 5.25	420
Junior Engineers	70 hours @ $ 4.25	298
Drafting	50 hours @ $ 3.75	188
Typing	16 hours @ $ 2.50	40
		$ 1,876
Overhead	80%	1,500.
Perspective Rendering		800
		4,176
Profit	15%	624
TOTAL		$ 4,800

RECEIVED
SEP 13 1966
23401-734

FOR FILING
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Bridges
Gen

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1966

MISC. CONTRACTS and AGREEMENTS No. 3132

SUBJECT: Willamette River Bridge
at Oregon City
Clackamas County
I-205

Ore Cy To: Mr. Tom Edwards
Asst. State Highway Engineer

BUILDING

Herewith, is Department of the Army Approval of Location and Plans of Bridge across the Willamette River at Oregon City for your files.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

Copy to Merchant [illegible]
[illegible] to M.D.&T.
9-13-66

IDM:mb
Att.

NOTED
TOM EDWARDS

ARMY APPROVAL

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPND-WM-P
1507-21(Willamette R.-Bridge)-14.

7 September 1966

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Forwarded herewith is Department of the Army Approval of Location and Plans of Bridge across the Willamette River at Oregon City, requested by your letter of 15 April 1966.

You are cautioned that if any material changes in the location or plans of the structure are found necessary on account of unforeseen or altered conditions or otherwise, revised plans should be submitted promptly to the District Engineer, Portland District, to the end that these revised plans, if found unobjectionable from the standpoint of navigation, may receive the approval required by law before construction is begun.

You are requested to report promptly the dates of commencement and completion of the work for timely advice of the approving authority and in order that required inspections can be made.

Sincerely yours,

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

Incl
Instrument

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 9 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUL 25 1966
FOR FILING

Const
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Or. City

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1966

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Subject: Willamette River Bridge
Bridge No. 9403

Your Reference: NPPND-WM-4
1507-21
(Willamette R.-Br.)-14.

Dear Sir:

By letter of April 15th, application was made by the Oregon State Highway Department for approval by the Chief of Engineers and the Secretary of the Army of plans for a bridge to be constructed across the Willamette River at Oregon City, Oregon, 25.5' above the mouth of the waterway.

By letter of May 27th, we were informed that the Columbia River Towboat Association had expressed objections to certain features of the proposed bridge. This same letter requested the State to meet with the Columbia River Towboat Association to determine if their objections could be eliminated by revisions of the structure layout. These meetings have been held and I can inform you that the Columbia River Towboat Association will not object to a layout incorporating a 400' main channel span in place of the 360' span originally proposed.

I am enclosing the original tracings and 4 prints of Sheet 3 of 3 revised, indicating the vertical and horizontal clearances that we propose for this crossing. Will you please substitute Sheet 3 of 3 for the drawing of the like number sent you previously and process the request for approval of the plans for the bridge construction.

Very truly yours,

RECEIVED
JUL 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Mr. Tom Edwards

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPND-WM-4
1507-21(Willamette R.-Bridge)-14.

27 May 1966

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. Ivan D. Merchant,
Bridge Engineer

Dear Sir:

Inclosed is a copy of a letter from the Columbia River Towboat Association expressing an objection to certain features of the proposed Willamette River bridge at Oregon City.

Any arrangements for a meeting with the Association Committee should be made by your office.

We will withhold action on your request for Approval of Plans for this bridge pending receipt of a reply to this letter.

Sincerely yours,

Ogden Beeman

Incl
as stated

OGDEN BEEMAN
Acting Chief, Navigation Division

NOTED
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BRIDGE DIVISION
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COMMISSIONERS
GL[illegible]AC[illegible]AN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Const
Bridges
Gen
Ore City

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

State Highway Department
Salem, Oregon
April 15, 1966

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans of a bridge to be constructed across the Willamette River at Oregon City, Oregon, 25.5 miles above the mouth of the waterway, as shown on the attached plans.

Legal authority for the structure is found in the General Bridge Act of 1946. Inclosed herewith, is a letter of authorization from the Secretary of the Oregon State Highway Department authorizing the Secretary to make this application.

Very truly,

Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department

IDM:mb
Att.
cc: Tom Edwards
R. L. Porter

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 80M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1966
FOR FILING

I-205-7(10)278
7105

NOTED
R. L. PORTER

September 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Willamette River Bridge
Bridge No. 9403
Interstate 205

Dear Sir:

The Highway Department has a contract with Moffatt, Nichol & Taylor, consulting engineers for the preparation of preliminary plans, cost estimates, foundation investigation and report and the preparation of contract plans and specifications for the Willamette River Bridge at Oregon City.

The contract agreement for the foundation investigation and report was estimated to cost $32,585 and with the maximum for this work to be $37,964 and further, that the total amount to be expended under this agreement should not exceed $320,841 unless re-negotiated by supplemental agreement.

In order to provide a proper foundation investigation, it has been necessary to extend or deepen the individual drill holes practically 100% over the estimated amount. In order to complete the foundation investigation in a satisfactory manner, a supplemental agreement has been negotiated with the contractor extending the drilling items at the originally agreed price but with a revised estimate of drilling time.

I am enclosing 4 copies of the supplemental agreement with the consultants covering the additional work. Sheet 3 indicates the original estimate and also indicates the revised estimate covering this portion of the work. This matter has been discussed with members of your staff and has their verbal approval.

May I have your concurrence in the supplemental agreement as submitted herewith.

NOTED
TOM EDWARDS

Very truly yours,

Ivan D. Merchant
Bridge Engineer

R
SEP 1 1966
OFFICE
STATE HIGHWAY ENG

IDM:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
SEP 19 1966
FOR FILING

SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1966

I-205-7(16)
7165

SUBJECT:

To: Memo to File

On this date, Chairman Jackson approved the following modifications in the contract with Moffatt, Nichol and Taylor to design the West Linn-Oregon City Bridge.

Due to unprecedented depth of unsuitable material, the drilling operation which is being performed on a per diem basis will overrun approximately 100 percent. The Chairman approved increasing this item in the consultant's agreement by $26,000.

Following a discussion with the consultant on September 12, it was the opinion of Edwards, Merchant, Wallace, and myself (and the opinion carried the concurrence of Tokerud and Brooks of the BPR) that designs 1 and 2 should be combined and an estimate prepared therefor. This will consist of a box girder type of construction with a 450-foot main river span, with bents perpendicular to the center line of the roadway and the bents to be of two-column construction, if possible. Mr. Jackson approved a sum not to exceed $13,000 to prepare this additional estimate. This $13,000 is based on a straight proration of the preliminary estimating in the contract and should be accomplished for a sum somewhat less than this figure.

R. L. Porter

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Merchant

RECEIVED
AUG 15 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 205-7(10)295

7105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1966

Multnomah County
Board of County Commissioners
Room 605, County Courthouse
Portland, Oregon 97204

Gentlemen:

This is in response to your request of July 28 relating to design of structures on I-205 in Multnomah County.

The Highway Commission is cognizant of the need for proper esthetic treatment in constructing this segment of the Interstate System. In the past, the Department has been limited to a large degree by Federal regulations in matters of this kind; however, I can report that there has been some liberalization to the end that more attention can be given to features of this kind. I am sure that something can be developed on this route which will be an asset not only as a traffic facility but also to the area it traverses.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards✓
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
H. S. Cox
A. E. Johnson
L. W. Rulien

NOTED
TOM EDWARDS

COUNTY
COMMISSIONERS
DAVID ECCLES
M. JAMES GLEASON
MEL GORDON

MULTNOMAH COUNTY OREGON
BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

July 28, 1966

Mr. Glenn Jackson, Chairman ✓
Oregon State Highway Department
Salem, Oregon 97310

Mr. Forrest Cooper,
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Multnomah County Planning Commission
Court House
Attention: Mr. Robert S. Baldwin, Planning Director

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland, Oregon

NOTTU - LCIS DISCUSS

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held July 28, 1966, the following action was taken:

Request Multnomah County Planning Commission that the Board express to the Oregon State Highway Commission the interest of the Board of County Commissioners and the Planning Commission of Multnomah County in the appropriate design of structures for the Interstate 205 Freeway; also offering assistance of the Planning Commission in the selection of designs with the purpose that these structures will be an asset to the community and contribute to the proper development of Multnomah County)

ORDERED that said request be hereby granted.

RECEIVED
STATE HIGHWAY

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Decker
Clerk of Board

ja
Enc - Copy of Planning Comm
letter to St Hwy Dept
& Rdmstr

MULTNOMAH COUNTY PLANNING COMMISSION
ROOM 403 COUNTY COURT HOUSE • PORTLAND, OREGON 97204 • 227-8411

July 25, 1966

COUNTY COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

PLANNING COMMISSION
SAMUEL STEWART
CHAIRMAN
MRS. ROBERT WARREN
VICE CHAIRMAN
ROBERT ALLGORE
SECOND VICE CHAIRMAN
CLIFFORD B. ALTERMAN
SECRETARY
GORDON E. TRAPP
FRANCIS J. MURNANE
CLIFFORD ORTH
FRANK SCHMIDT
DONALD ZAROSINSKI

ROBERT S. BALDWIN
PLANNING DIRECTOR

Honorable Board of County Commissioners
Room 605 County Courthouse
Portland, Oregon

Dear Sirs:

At the regular meeting of July 19, 1966, the Planning Commission voted unanimously to request that your Board express to the Oregon State Highway Commission the interest of the Board of County Commissioners and the Planning Commission in the appropriate design of structures for the Interstate 205 Freeway.

The Planning Commission recognizes that the Highway Commission is willing to work with local governments in selecting suitable designs for highway structures. The excellent plan for the proposed Fremont Bridge is only one example of this cooperative effort.

The Interstate 205 facility will have a major impact on a north-south corridor across east Multnomah County and will be carried on several structures which will represent strong statements on the landscape. Of particular interest to the Planning Commission are the design concepts for the new Columbia River bridge and the elevated section to extend for approximately 2000 feet north from [illegible] Street.

The Planning Commission wishes to offer assistance in the selection of designs with the purpose that these structures will be an asset to the community and contribute to the proper development of Multnomah County.

Very truly yours,

MULTNOMAH COUNTY PLANNING COMMISSION

Robert S. Baldwin, Planning Director

RSB:rm

I-205-7(10) Willamette R. (West Linn) 1967
298 Br. Sec. of E. Portland Frwy.
#7105 (Grad., Pav., Stru., Sign. & Ill.) #1

Cr.A 3125

3132

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RECEIVED
SEP 6 - 1966

FOR FILING
I-205-7(10)298

7105

MISC. CONTRACTS and
AGREEMENTS No. 3125

July 29, 1966

noa
Stm
9-14-66

Moffatt, Nichol & Taylor
Engineers
1845 N. E. Couch Street
Portland, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an Agreement for your services in preparing plans and specifications for the West Linn-Oregon City Bridge.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: R. L. Porter
Ivan D. Merchant

RECEIVED
JUL 19 1966

I-205-7(10)

7165

Same letter to:

A

Sverdrup & Parcel
417 Montgomery Street
San Francisco, California 94104

Howard, Needles, Tammen & Bergendoff
1326 5th Avenue
Seattle, Washington 98101

Pettijohn Engineering Co., Inc.
4145 N. E. Cully Boulevard
Portland, Oregon

July 19, 1966

Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon

Gentlemen:

Earlier this year, we solicited information from you as to your availability to undertake a bridge design project on Interstate 205 in the Oregon City-West Linn area.

As this is a Federal-aid Interstate project, we were requested by the Federal Bureau of Public Roads to solicit this information from an unspecified number of engineers and engineering firms. By discussion, it was agreed that five or six would be about right.

All of the firms contacted expressed a willingness to undertake the assignment and the Highway Commission found itself in a difficult position in selecting one firm from five competent organizations.

After a careful evaluation of all factors, the firm of Moffatt, Nichol & Taylor was chosen for this project.

We wish to express our appreciation for your interest in this project and to let you know that consideration will be given to your firm when future needs arise.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. W. Rulien

RLP:ms/FC:fn bg

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 9, 1966

Same Letter to:

Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon

Sverdrup & Parcel
417 Montgomery Street
San Francisco, California 94104

Howard, Needles, Tammen & Bergendoff
1326 5th Avenue
Seattle, Wn. 98101

Moffatt, Nichol & Taylor
1845 N. E. Couch Street
Portland, Oregon

Pettijohn Engineering Co., Inc.
4145 N. E. Cully Boulevard
Portland, Oregon

Gentlemen:

The Oregon State Highway Department is considering the use of a consulting engineer or engineering firm to design, prepare specifications and construction plans, and make cost estimates for the crossing of the Willamette River on Interstate Route 205 in this state. This assignment would include design of superstructure, substructure, and foundation investigation.

Field surveys, navigational permits, and the general geometric layout will be furnished by this Department. After consultation and agreement with the Federal Bureau of Public Roads, the general type of structure will also be specified. At this time, it is thought that it probably will be a deck girder of six traffic lanes. This, however, is not final and is subject to change.

The site of the bridge is between the cities of West Linn and Oregon City, approximately ten miles upstream from Portland. Attached is a rough sketch, scale 1" = 400', on which is indicated in brown the limits of the proposed work. It is anticipated that a horizontal clearance of 250 feet and a vertical clearance of 74 feet will be required at the center of the channel.

We solicit information on the following questions:

(1) Are you interested in such an assignment?

(2) It may be several months before an authorization to proceed can be issued. If your firm were selected, would you be able to undertake the assignment at that time?

(3) Can you give us a rough estimate as to the probable time necessary to complete such an assignment? We recognize that with the meager data available today, this question can be answered only very approximately.

(4) Does your firm have an adequate staff to undertake the assignment and, if so, at what location would the work be performed?

It is not necessary for you to contact this office for an interview at present. This letter is for the sole purpose of inquiry as to your availability so that a final evaluation can be made. If you need further information, feel free to contact me at 364-2171, extension 1071, area code 503.

May we hear from you at your early convenience?

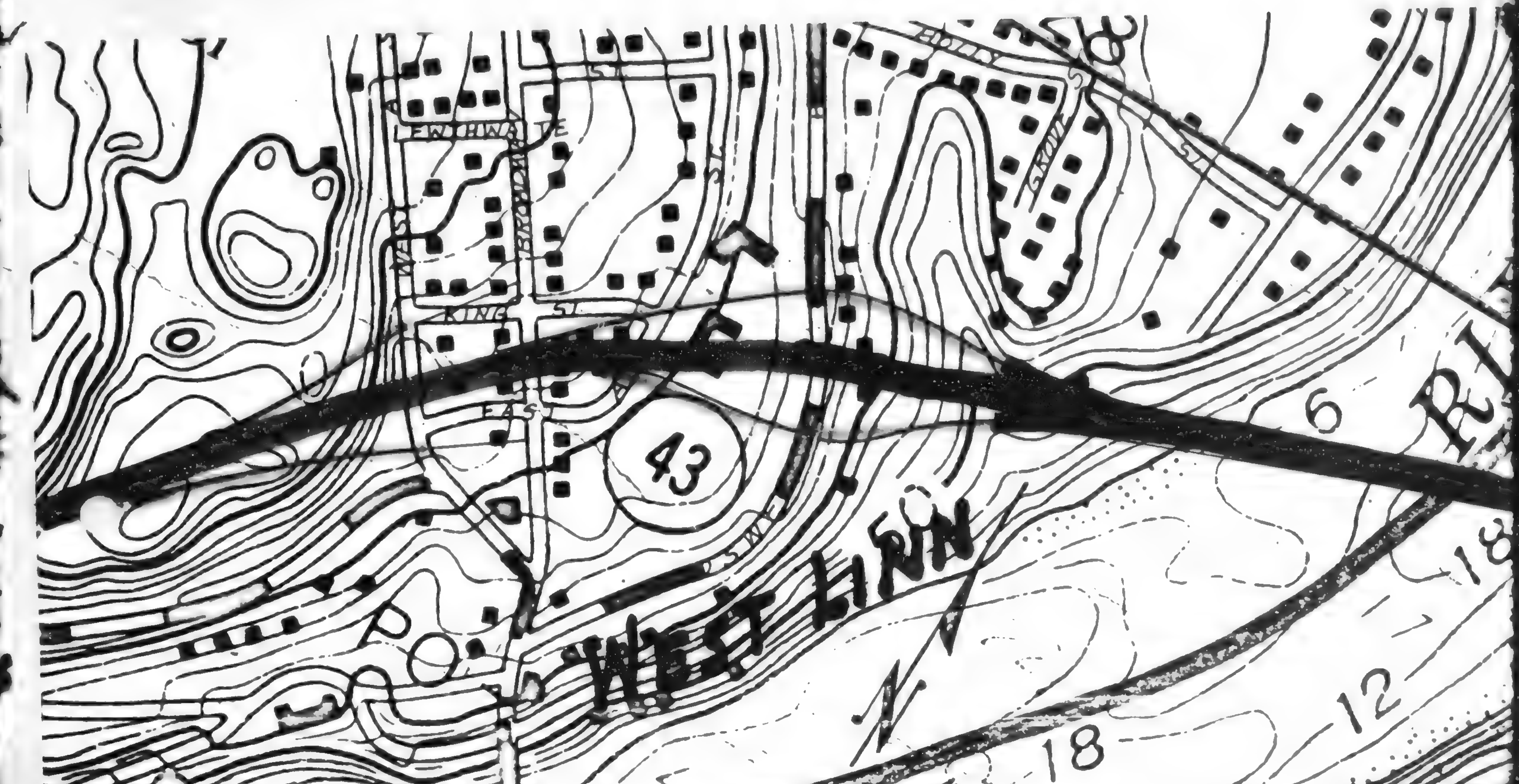
Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attachment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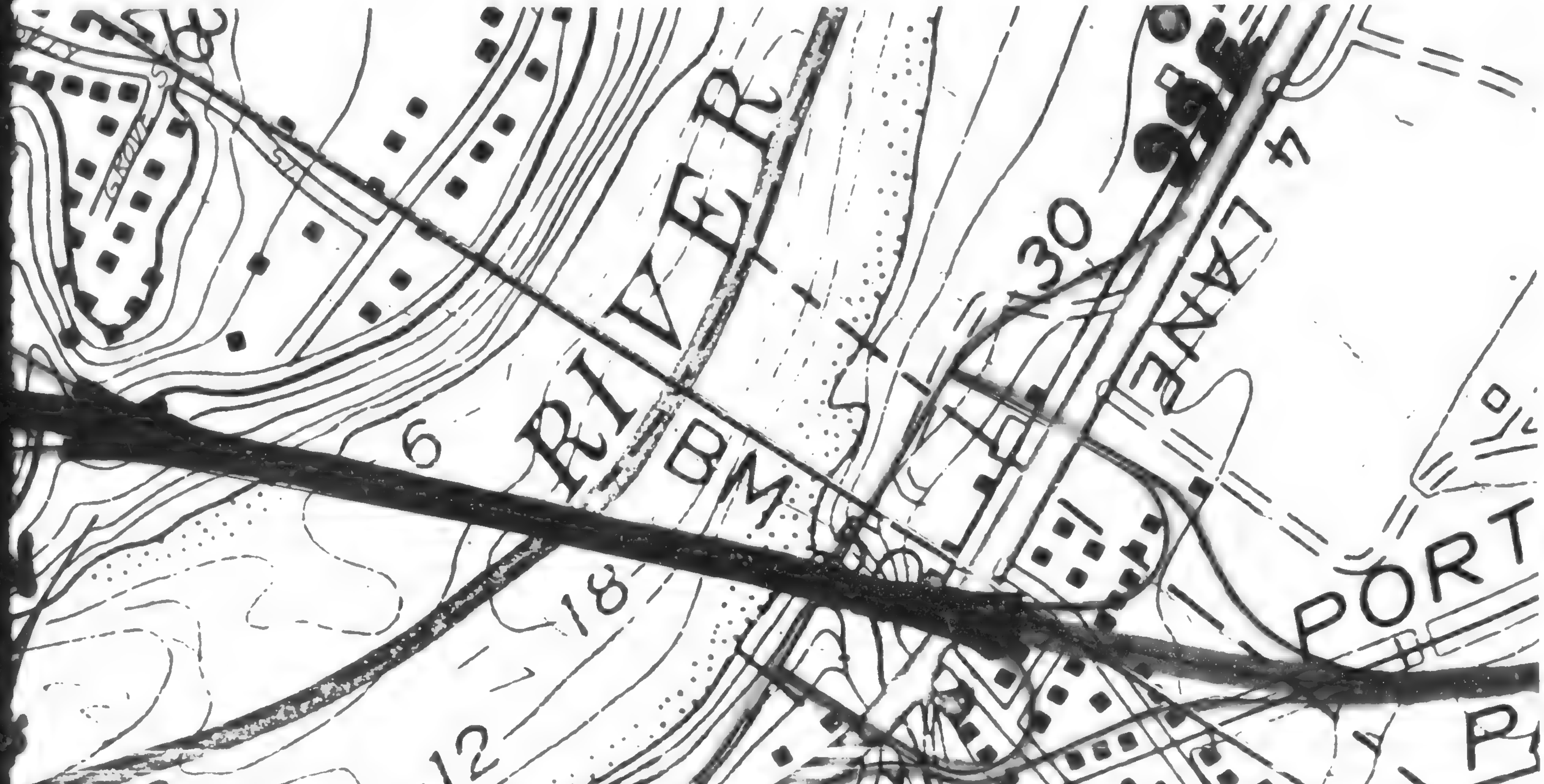
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JUL 21 1966

19102-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-205-7(6) [illegible]

7165

Salem, Oregon
July 15, 1966

To: Memorandum to the Files

SUBJECT: Willamette River
(Oregon City Bridge)
Clackamas River-West Linn Section
East Portland Freeway
Bridge No. 9403

Moffatt, Nichol & Taylor, consulting firm retained by the State of Oregon for the design of the Willamette River Bridge at Oregon City, requested a meeting to discuss various bridge types. In the agreement the consultant is required to study, prepare artist's renderings and estimates of cost for three types of main spans.

A meeting was held in the Highway Building on July 14 with members of the consulting firm, the Bureau of Public Roads, and the Highway Department. The personnel in attendance were: James A. Davidson, H. Richard Neill, Robert Bonney and John Moffatt of the Consultants; A. W. Parsons, Russell Stephenson, and Herbert Schell of the Bureau of Public Roads; Tom Edwards, D. J. Barbee, and the writer, Ivan D. Merchant from the Highway Department.

Many possible types of main spans were discussed, both from the design and construction standpoint and from the aesthetic standpoint. After discussing possible types, it was agreed that the following three types would be studied in the preliminary stages:

1. Continuous steel plate girder or continuous steel box girder.
2. Orthotropic deck steel girders.
3. Girder stiffened tied arch.

For the third alternate listed above it was agreed that the state would attempt to spread the roadways to provide approximately 25 feet between structures. By copy of this letter the Construction Division is requested to prepare tentative alignments for the abovementioned separation. It was also agreed that a minor (3 - 4 ft.) change in grade line could be made upon request.

NOTED
TOM EDWARDS

The consultants raised the question of the direction of highwater flow through the structure's site and intend to pursue this further as there is a possibility that the highwater flow will be approximately perpendicular to the bridge centerline rather than on a skew as indicated by the navigation channels, etc.

The Highway Department records will be searched for any pictures taken during the 1964 highwater which would bear on the river currents through the bridge area.

Ivan D. Merchant
Bridge Engineer

IDM:kp
cc John Moffatt
Robert Bonney
James A. Davidson
H. Richard Neill
A. W. Parsons
Russell Stephenson
Herbert Schell
Tom Edwards
D. J. Barbee

Merchant

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JUL 15 1966
FOR FILIN

I-205-7(10) 978

7105

SP 19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
July 13, 1966

To: Memo to the File

SUBJECT: I-205 Crossing of the Willamette in Oregon City and West Linn

Upon receipt of Mr. Edwards' letter of July 7, 1966, I contacted Mr. Robert Bonney of Moffatt, Nichol & Taylor and arranged a meeting on the site of the proposed structure. Wednesday, July 13, Mr. Robert Ewen and myself met with Mr. Bonney and Mr. Irving E. Olsen of Dames & Moore and went over the location of the structure. Mr. Olsen requested some additional staking and re-establishment of the centerline. They also requested profile and triangulation points be established. I requested they provide us with a tentative drilling schedule and proposed drilling locations so that we may make the necessary right of way arrangements.

Allan C. Harwood
Assistant Division Engineer

ACH:lh

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

Copy to Merchant 7-15-66

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JUL 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
JUL 12 1966
FOR FILING
I-205-7(1A) [illegible]
7105

July 11, 1966

Oregon State Highway Commission

MOA Item - July 14 meeting

Gentlemen:

Due to the present work load in our Bridge Division and to the urgency for expediting plans for Interstate 205, it has become necessary to secure the services of a consulting engineer to prepare plans and specifications for the West Linn-Oregon City Bridge.

The selection of a consultant is a difficult procedure as eight or ten competent firms are available, anxious, and willing to undertake such an assignment. After considerable deliberation and numerous discussions and conferences with the Bureau of Public Roads, we recommend that this project be awarded to Moffatt, Nichol & Taylor of Portland and Long Beach, California.

An agreement has been negotiated with this firm for a fee of not to exceed $320,841. This is to include the preparation of preliminary designs and estimates, foundation exploration, preparation of contract plans and specifications, and the checking of steel details.

The matter was cleared with Chairman Jackson on July 7.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant

TE:jwa/RLP:ms bg

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JUL 1966

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FORM E-30 50M 10-63 SP*2

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-205-7(10)298
7105

Salem, Oregon
July 7, 1966

SUBJECT:

To: Memo to File

On this date, Chairman Jackson approved entering into an agreement with Moffatt, Nichol and Taylor for the design of the West Linn-Oregon City Bridge on I-205. The amount of the fee is $320,841.

The work to be done includes three preliminary plans, foundation investigation, preparation of contract plans and specifications, and checking of steel details.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUL 8 1966

FOR FILING

I-205-7(10)298

7105

July 7, 1966

Mr. Robert M. Bonney
Moffatt, Nichol and Taylor
1845 N. E. Couch Street
Portland 12, Oregon

Dear Mr. Bonney:

Your letter of July 7 requesting approval of Dames and Moore as foundation consultants on the West Linn-Oregon City Bridge is acknowledged.

You are hereby authorized to employ that firm.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TE:jwa

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N.E. COUCH STREET
PORTLAND 12, OREGON

July 7, 1966

Mr. Tom Edwards, Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Bridge No. 9403
Highway Oregon I-205

Dear Mr. Edwards:

We request your approval of the firm of Dames & Moore, consultants in applied earth sciences, to perform the foundation investigation work as required by our agreement for design of the subject bridge.

Our agreement with Dames & Moore will follow the requirements of our agreement with the State with respect to subcontracts including the necessary clauses regarding State and Federal regulations.

Very truly yours,

Moffatt, Nichol & Taylor

Robert M. Bonney

Robert M. Bonney
RMB:sb

~~REGION 8 FILE COPY~~

RECEIVED
JUL 11 1966
FOR FILING

477 Cottage Street NE
Salem, Oregon 97301

July 5, 1966

08-35-6

Files

I-205-7(1)
7105

R. N. Tokerud, Division Bridge Engineer

Oregon Project I-205-7(1)290,
Shoulder Width on Willamett River Bridge
at Oregon City

R. Stephenson called on 7-1-66, to report on a phone discussion he had with Mr. Erickson of the Washington office.

The design section of our Washington office has prepared a 2-page memo disapproving participation in proposed shoulders on the 6-lane portion of the bridge (in other words, use 2' to curb and 3 1/2' to parapet as per case 4 of IM 40-1-65). For the 4-lane portion at the west end they would compromise on 5' shoulders (not sure whether this is to curb or parapet). As for the median, they apparently did not object to the proposed 16'.

Mr. Erickson was not in agreement and said he would attempt to keep the letter from going out. He said the AASHO Design Committee was meeting this coming weekend and would be considering the matter of shoulder widths on structures. He feels that, if AASHO makes a strong recommendation for wider shoulders on long span bridges, the Bureau will revise the present policy. He, therefore, suggests that the West Linn Bridge width be held in abeyance for the time being in the hope that wider shoulders can be approved for participation within the next month.

P.S. State is willing to wait on this in hope that proposed shoulders can be approved.

NOTED
TOM EDWARDS

RECEIVED
JUL 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED JUL 11 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(10)290

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 7165 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 1, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge Consultant Agreement
Mr. Edwards' June 24, 1966 and June 29, 1966 letters

The revised proposed agreement and fee for engineering services from the firm Moffatt, Nichol and Taylor, engineers with a local address of 1845 N.E. Couch Street, Portland, Oregon, is approved. This engineering agreement will cover preparation of preliminary designs, foundation investigations, preparation of PS&E and checking shop drawings for the Willamette River Bridge on Interstate 205 near Oregon City. Please send us the customary three copies of the executed agreement.

The agreement specifies lump sum fees and rates per day for borings, all totaling to an estimated cost of $315,462, not to exceed a maximum of $320,841. You are authorized to proceed with preliminary designs and foundation investigations at a total estimated cost of $75,112. Public Roads approval of the preliminary designs and further authorization to proceed is necessary to assure Federal participation in the final design costs.

It is understood that you will furnish a revised formalized statement of evaluating and selecting consultants as required by subparagraph 3a of PPM 40-6 prior to requesting approval of consultants for other work.

We also understand that future agreements will be modified to include the equal opportunity provisions merely by reference and be attached thereto.

Consideration also should be given in future agreements to modify the sections comparable to III c to require that the consultant shall make regular construction inspections and shall report to the State, periodically or as desirable, in writing, including in his reports any

(more)

Copy to Merchant 7-7-66

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

modifications due to plan errors together with construction procedures or judgments which may affect the functions of the structure or of its parts. Plan revisions caused by errors, omissions, oversight or neglect on the part of the Consultant should be made without additional compensation.

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
JUN 24 1966
FOR FILING

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET
PORTLAND 12, OREGON

I-205-7(10) 298

7105 June 22, 1966

Mr. Tom Edwards, Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards:

In accordance with our discussion, we enclose copies of our revised engineering estimate, pages 1 through 3 showing a revised breakdown of the engineering fees proposed for the design of the Willamette River Bridge at Oregon City on Interstate Route I-205.

In presenting the breakdown for foundation explorations, we have included a unit rate for on-site moves in the river. Together with the daily rates for field time, we then have an equitable basis of payment for the actual field work required, whether it be mor or less than the estimate. The field time rates are to apply to all time on the job including moving between borings and moving on and off the site for work on the east and west banks.

The lump sum items for office charges under 2A and for administration and management of foundation investigation work under 2B are based on the basic proposed field investigation program of 24 borings. In the event that the actual field program exceeds the basic by more than 25%, we would feel that these items should be adjusted to reflect the change in scope.

Very truly yours,

Moffatt, Nichol & Taylor

Robert M. Bonney

Robert M. Bonney

RMB:wl
Encl.

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1045 N.E. COUCH STREET
PORTLAND 12, OREGON

June 22, 1966
Page 1

WILLAMETTE RIVER BRIDGE ROUTE I-205
OREGON STATE HIGHWAY COMMISSION
ENGINEERING ESTIMATE

1. Preliminary Design and Cost Estimates

Project Manager	220 hours @ $10.00	$ 2,200
Project Engineer	240 hours @ $ 6.00	1,440
Field Investigations	120 hours @ $ 8.00	960
Conferences	140 hours @ $ 8.00	1,120
Reports	60 hours @ $ 6.00	360
Typing	20 hours @ $ 2.50	50
Senior Engineers	870 hours @ $ 5.25	4,560
Junior Engineers	620 hours @ $ 4.25	2,640
Drafting	1,270 hours @ $ 3.75	4,770
		$ 18,100
Overhead	80%	14,480
		$ 32,580
Reproduction and supplies	$ 250	
Communications	50	
Travel and Subsistence	1,100	
Perspective Rendering	3,000	4,400
		$ 36,980
Profit	15%	5,547
TOTAL		$ 42,527

2. Foundation Investigation and Report

A. Dames & Moore - Foundation Consultant:		
River explorations (5 borings)		
Mobilization and de-mobilization to site	Lump Sum	$ 2,470
Moves on-site	5 @ $250	1,250
Field Time (Estimated)	25 days @ $335	8,375
East Bank (3 borings)		
Field Time (estimated)	6 days @ $290	1,740
West Bank (16 borings)		
Field Time (estimated)	35 days @ $290	10,150
Office charges (including testing, analysis, report and consultation)	Lump Sum	5,600
TOTAL ESTIMATED COST		$ 29,585
B. Administration and Management of foundation investigation work		$ 3,000
TOTAL		$ 32,585

3. Final Design and Working Drawings

Project Manager	500 hours @ $10.00	$ 5,000
Project Engineer	1,200 hours @ $ 6.00	7,200
Field Investigation	60 hours @ $ 8.00	480
Conferences	300 hours @ $ 8.00	2,400
Senior Engineers	5,250 hours @ $ 5.25	27,540
Junior Engineers	4,700 hours @ $ 4.25	20,000
Drafting Supervision	530 hours @ $ 5.25	2,780
Drafting	9,000 hours @ $ 3.75	34,000
		$ 99,400
Overhead	80%	79,520
		$ 178,920
Reproduction and supplies	$ 740	
Communications	500	
Travel and Subsistence	2,560	
		3,800
		$ 182,720
Profit	15%	27,408
TOTAL		$ 210,128

4. Construction Specifications

Senior Engineers	460 hours @ $ 5.25	$ 2,400
Typing	100 hours @ $ 2.50	250
		2,650
Overhead	80%	2,120
		$ 4,770
Profit	15%	715
TOTAL		$ 5,485

5. Construction Cost Estimates

Senior Engineers	300 hours @ $ 5.25	$ 1,570
Overhead	80%	1,256
		$ 2,826
Profit	15%	424
TOTAL		$ 3,250

6. Checking Shop Drawings

Senior Engineers	1,050 hours @ $ 5.25	$ 5,500
Junior Engineers	1,150 hours @ $ 4.25	4,880
		$ 10,380
Overhead	80%	8,304
		$ 18,684
Profit	15%	2,803
TOTAL		$ 21,487

TOTAL, ITEMS 1 THROUGH 6	$ 315,462

3A. Additional Fee for Arch Type Design

Project Manager	40 hours @ $10.00	$ 400
Project Engineer	100 hours @ $ 6.00	600
Senior Engineers	500 hours @ $ 5.25	2,620
Junior Engineers	415 hours @ $ 4.25	1,760
Drafting Supervision	15 hours @ $ 5.25	80
Drafting	250 hours @ $ 3.75	940
		$ 6,400
Overhead	80%	5,120
		$ 11,520
Profit	15%	1,728
TOTAL		$ 13,248

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Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(1c)2[illegible]

7105

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 17, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

ByL T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(1)-290
Willamette River Bridge Consultant Agreement
Mr. Edwards' letter of June 10, 1966

This memorandum will serve to confirm discussions with Mr. Edwards on June 15, 1966, concerning your proposed agreement with the firm of Moffat, Nichol and Taylor and the estimated cost thereof.

The consultant's estimate of his probable costs for the work to be performed shows that the total lump sum fee is determined by adding a profit amounting to 25 percent of all items with exception of the foundation investigation and report which will be handled as supplemental specialized services.

Your letter commented on the lump sum procedure in justification of the profit item. The implication is that there is a rather high degree of uncertainty by the consultant in establishing this fee. The lump sum fee is an appropriate basis of payment provided you establish with precision the extent of the work to be performed.

While we agree that a higher profit factor may be considered for this basis of payment as opposed to an actual cost plus a fixed payment basis, we cannot approve the 25 percent figure in this instance. We do not consider that the work involves exceptional conditions to warrant the profit claimed. Furthermore, we doubt that the amount of the profit factor is the customary fee charged by this consultant on other projects of this magnitude.

We noted that the profit factor has been generally expressed as a percentage of salary costs. The 25 percent figure was so applied in your agreement with the State of Washington for consultant work on Interstate Route 82 which is a much lower amount. We also understand that the State of Washington consultant agreement on Interstate 205 has only a 15 percent profit item added to the total estimated cost of the work including a 76 percent overhead.

(more)

NOTED
TOM EDWARDS

[illegible] copy given Mr. [illegible]

Copy to Bridge
6-23-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Your further consideration of the development of an appropriate fee is necessary to obtain our approval thereof. In addition, we would appreciate clarification with respect to the scope of the operations covered by the consultant's summary of overhead costs and your giving consideration to minor changes in the agreement which were suggested during the discussion.

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OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

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JUN 2 1966

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(1)290
7105

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1966

In reply refer to: 08-35-EC

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge Section
Consultant Selection, Estimate and Agreement

Mr. Edwards' May 12 and May 20, 1966 letters furnished information in connection with the employment of the firm of Moffatt, Nichol and Taylor on the subject project.

As discussed with Mr. Edwards during a conference on May 27, we do not consider that either the State's or the Consultants' estimates are sufficiently detailed or properly prepared to evaluate with reasonable accuracy whether the proposed lump sum compensation is just. The fee should be determined by an additive process comparable to the Gray, Osborne, Lochner estimate the State of Washington furnished you for your FAI Route 82 corridor study. The objectionable processes indicated by subparagraph 4b of PPM 40-6, percent construction cost or engineering cost times a multiplier which you have used, could be utilized as a secondary check but not as the initial documentation you are required to furnish under subparagraph 4d(1) of PPM 40-6.

In addition, the draft of your agreement omits a number of the essential provisions suggested by PPM 40-6. Though such action may be warranted in certain instances, we expect to have all the suggestions incorporated in consultant agreements except where a provision actually is not involved or where full justification is presented for exceptions. The sample consultant agreements furnished with Mr. G. M. Williams' August 24, 1964 circular memorandum would be extremely beneficial if utilized in order to expedite our action on such requests.

Some of the features we will expect to have incorporated are the location of an acceptable consultants working office, removal of the restrictions on the number of conferences, provide for a maximum amount payable unless the lump sum amount itself establishes such a maximum, include the Federal-aid project number in the description, include all provisions regarding equal opportunity, certifications

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

exactly as called for in the PPM incorporated by reference or properly identified, eliminate the reference to PPM 40-6, incorporate a more detailed reference to design standards, require a report and artist's sketches on the preliminary studies, etc.

In view of the extensive modifications required, after your agreement is redrafted we believe further conferences would be desirable prior to your formal resubmission.

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OFFICE OF
STATE HIGHWAY [illegible]

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: May 27, 1966

In reply refer to: 08-00.2

TO : Mr. A. W. Parsons
Division Engineer
Salem, Oregon

FROM : H. B. Henry
Regional Design Engineer HBH
Portland, Oregon

SUBJECT: Oregon Project I-205-7(1)290
Willamette River Bridge Consultant Agreement
Your memorandumsof May 20 and May 24, 1966

You have submitted a proposed draft of a consultant agreement between the State and Moffatt, Nichol & Taylor of Portland, Oregon for providing preliminary engineering on the subject project. These professional services would include preliminary studies, design, and complete preparation of PS&E documents for a structure estimated to cost approximately $7.5 million. A lump sum fee of $332,020 has been indicated.

To date the State has not submitted, as required by PPM 40-6, a statement of the procedures it uses (1) in evaluating the qualifications of prospective consultants and (2) in selecting a specific firm from those determined to be qualified in which we could concur. In the meanwhile, we have been willing to consider the State's proposals on a project-by-project basis. You indicate willingness to accept the State's memorandum of March 22, 1966 and letter of May 12, 1966 as constituting an acceptable basis for selecting a consultant on this specific project. We concur, but suggest prior to the selection of any consultant for subsequent work that the procedures proposed by the State in the evaluation and selection of consultants be presented in a more formalized statement. Reference has been made to the ASCE Manual No. 45. Section III of this manual should provide an excellent reference for developing an acceptable procedure.

As a comment on the State's memorandum of March 22, 1966 to the file, we would not have interpreted the committee's selection to have been arbitrary as stated in the memorandum, but rather a considered choice after deliberate study of the various consultant qualifications and proposals. We would normally expect the State in naming a consultant to emphasize the attractive features influencing the choice of the consultant selected rather than enumerating the reasons for not selecting others. Knowledge of local conditions and State standards are reasonable items for evaluation, but it should be recognized that Section 1.24 of the Federal Regulations precludes imposing any procedure or requirement which would operate to discriminate against employment of out of State firms.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Paragraph 3e of PPM 40-6 specifies that the proposed consultant is to have, or establish, a working office at a place acceptable to the State and Public Roads for reviewing and discussing the work. Attachment No. 1, paragraph I-2 of the PPM, suggests the agreement show location of the office where consultant's work will be available for inspection by State and Public Roads representatives.

We agree with you that the consultant's letter of May 18, 1966 and the State's memorandum of April 21, 1966 do not fulfill the requirements of PPM 40-6, d(1). We have discussed this with Mr. Dec and have recently furnished you some additional preliminary information concerning fee determination as prepared in the Washington office. A sufficient breakdown should be shown in both estimates to provide a reasonable analysis of the work and costs involved. Copies of consultant and State computations prepared in developing both time required and rates applied usually provide sufficient information to comply with this requirement. We agree with the comments in your memorandum that multiplying a net cost figure by 2-1/2, selected from some outside source, would have very little meaning. Fee curves published by professional engineering societies may provide useful trends and comparisons, but they should not be used as a basis for the fee determination.

We realize you have not as yet recommended approval of this engineering agreement. However, in accordance with your request, we are offering several comments following our review of the proposed agreement format:

1. The Civil Rights Assurances are intended to cover all work in the agreement including any work of the principal or work sublet as provided for in the executed agreement. Title of the Section 17, page 9, should be changed to read Civil Rights Act of 1964. Many States have this prepared as a standard exhibit, and merely refer to it by reference in each basic agreement.

2. Our copy of the draft agreement included a form for Certification of Consultant but not for State. Certification is required by State as per PPM 40-6, Attachment No. 2. The General Counsel has insisted these certifications be prepared in precisely the same form as shown in the attachment.

3. PPM 40-6, Attachment No. 1(j), Subletting, etc. Section I-1 of proposed agreement indicates that foundation investigation work will be sublet. Later, "Dames and Moore" are mentioned. Proper identification should be made if this firm is to be specifically named to perform certain work. Payment for items of sublet work not included in the lump sum, as specified, may

(more)

be made for minor items of work such as this under PPM 40-6,f, providing specific rates of pay are determined and listed in the agreement and a maximum amount payable is shown.

4. Under IV, Payment, the lump sum basis is appropriate, but provision should be made for adjustment should there develop a substantial change in the scope, complexity, or character of the work to be performed.

5. We agree with your observation that Section I(d) of sample agreement, Exhibit No. 2, would furnish appropriate guidelines for describing the desired controls and authorization of work steps.

Insert ?

?

6. Section III, 1. Conferences, specifies extra payment for conferences relative to the work in excess of four. We suggest the State give consideration to wording such as used in a recent State of Washington agreement, "The Consultant shall, from time to time during the progress of the work, confer with the State. The Consultant shall prepare and present such information and studies as may be pertinent and necessary or as may be requested by the State in order to pass critical judgment on the features of the work. The Consultant shall make such changes, amendments or revisions in the detail of the work as may be required by the State. When alternates are being considered, the State shall have the right of selection.

   "The Bureau of Public Roads shall have the right to participate in the conference between the Consultant and the State and to participate in the review or examination of the work in progress.

   "The Consultant shall, without additional compensation, give general advice and make visits to the site for explanation of plans and to generally review the project."

7. Section I,1, first paragraph - "Said firm to be satisfactory" seems superfluous. If it were not satisfactory the agreement would not be made with that firm.

8. Section I,8. Does this mean consultant is to prepare data for both methods of contracting so that State can choose, or that consultant is to decide on (1) or (2)? ✓

(more)

9. Heading says "hereinafter called 'Consultants'" but the singular, "Consultant," appears many places, and the pronouns "he" and "his" are used. Suggest use of singular throughout.

10. Section III, 15, appears superfluous. All that is needed is to execute the certificate - not promise to.

11. Section IV provides for partial payments "subject to the Standard Specifications," not defined. Preferable to set out the full title.

12. Section IV fails to provide a limitation of payment though the provision for audit seems to contemplate payments over the lump sums provided for. Such payments would include extra work (I,1) and State requested conferences (III,1).

13. Design Requirements called for as attachment by Section I,5, are not attached, though Requirements for Contract Drawings called for by Section I,6, are. Presumably the Design Requirements include design standards which you indicate are omitted.

14. Section III, 7, seems to provide for payment on a cost basis for unsatisfactory work, but in view of the reference to "Partial Payments", possibly it would be interpreted to be pro rata - percentage of completion. However, it should be made clear that only such work as was satisfactory would be included in the pro rata computation.

15. On page 12, IV. Payment, paragraph 2 refers to Section 1.30 of Regulations covering records. In our opinion this is not acceptable and we recommend that the agreement be worded essentially as specified under paragraph 5, Access to Records, of PPM 40-6.

16. Although not a requirement, most States have found it a convenience to add an exhibit to the contract in the form of a vicinity map delineating the project and other features referred to in the text.

We trust the above comments will be of some assistance to you. Upon submission of a revised draft, and with your recommendation for approval, we will be glad to review the additional material for determining its acceptability for participation with Federal funds.

RECEIVED
MAY 26 1966

I-205-7(10)298

7165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1966

SUBJECT: Oregon City Section
I-205

To: Memo to the File

At 9:00 a.m. this date I met with the following delegation from Oregon City concerning several problems having to do with the proposed interstate location:

R. H. Conrad, Commissioner, Oregon City
Frank H. McElroy, Commissioner, Oregon City
Rod Geier, Tri-City Chamber of Commerce
Alfred Simonson, City Manager, Oregon City
Vic Bowman, Mayor, Oregon City

In this connection I attach a copy of a letter presented to the State Highway Commission at the formal hearing at the Clackamas County Courthouse on September 23, 1965. This letter contains five points on which the City desires improvements to our existing plan.

(1) The extension of Main Street northerly can be accomplished by improving it in the same fashion as it now exists on the Portland Traction Company railroad right-of-way. The difficulty here is that the north end of said extension would be to the shopping center, a privately-owned concern. The City is, however, attempting to pick up right-of-way along the boundary of this shopping center which would make a much clearer justification for the facility. However, even if the City is unable to acquire this right-of-way, we will attempt to convince the Bureau of Public Roads that this connection is justified on the basis of relieving congestion on 99E near the entrance to the shopping center.

(2) The City would expect that 10th, 14th and 15th Streets be perpetuated as a connection to Highway 99E. We have already made provisions for 10th and 14th Streets and

have undertaken the study of connecting 15th Street also. It looks feasible to us and, if possible, we will accomplish this maneuver.

(3) The third provision was to provide better access from the easterly portions of the city. This provision will be satisfactorily accomplished if we can fulfill their requirements under item (2) above.

(4) This recommendation concerned the handling of local traffic between West Linn and Oregon City. It has satisfactorily been accomplished by the use of six lanes on this structure.

(5) This item concerned providing an access to an existing small boat moorage now located on both sides of the mouth of Abernethy Creek. This moorage is in operation under a lease from the Crown Zellerbach Company who owns both the uplands property and the riparian rights. We advised them that we did not think it was feasible to serve the moorage in this location. However, there is one possibility of providing an access road to a comparable area from the north. This road would go through what is now a City-owned park and pass between the City sewage disposal system and the river before arriving at the possible site of the marina. I do not hold out much hope for any development in this matter and the City did not seem adamant in their demands. They do realize that the City, as such, has no rights in this area at the present time but correctly assume that anything that benefits the development of recreation should be thoroughly investigated before abandoned.

Two other items were discussed at this meeting: (A) I was asked whether or not the State would give any consideration to the construction of an arch-type structure and advised them that whereas we did not believe it would be suitable in this case from a preliminary investigation, we had not given up hope and would include such an investigation in our final study; and (B) Upon being asked of a timetable for letting the contract, I advised them that we hoped to be able to go for a pier contract early next spring.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
Tom Edwards
H. S. Cox
R. L. Porter
F. D. Morgan
L. W. Rulien

PHONE: 656-5266

FREE
MUNICIPAL
ELEVATOR

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

September 23, 1965

TO: State of Oregon Highway Commission

RE: Proposed Routing of I-205
Presented at Formal Hearing, Clackamas County Courthouse,
September 23, 1965.

The City of Oregon City endorses the general routing location of I-205 through the City of Oregon City as presented by the State Highway Commission. However, in endorsing this interstate routing the City again would like to emphasize the need to proceed with immediate construction of a bridge across the Willamette River between Oregon City and West Linn as the first construction project in this proposed routing.

We would also like to refer to Oregon City Resolution No. 65-12, passed by the Oregon City Commission on May 11, 1965, along with two properly approved and executed copies of a throughway agreement, prepared by the State Highway Department, pertaining to the construction of an Oregon City-West Linn bridge, all of which were delivered to the Oregon State Highway Commission on May 11, 1965.

In keeping with this agreement, the City feels that the following conditions, previously agreed to by the State Highway Department, must be provided for in order to properly serve the citizens of Oregon City and the surrounding area.

1. The extension of Main Street northerly to a point of connection with the Oregon City Shopping Center.

2. Free ingress and egress from 10th, 14th and 15th Streets to Highway 99E, 82nd Street and to all bridge approaches. Any closures or partial closures of these local streets will only add to the congestion of present traffic, plus additional new traffic generated by the location of this bridge and would only expand our present local traffic problems.

3. Provision must be made to provide access from the Clackamas Heights, Abernethy Road, Redland Road area into the freeway interchange complex in order to more properly serve people living in this area.

4. Adequate provision must be made to handle local traffic in a compatible manner with interstate traffic moving at freeway speeds on the bridge structure and its approaches.

5. Provision for access to the existing business operations and Willamette River frontage in the area of the bridge crossing.

RECEIVED
MAY 25 1966

FOR FILING
I-205-1(10) [illegible]

7105

May 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Under date of May 12, I furnished you information concerning the method of selection of an engineering consultant for design of the West Linn-Oregon City Bridge on I-205.

After having made the selection, two negotiating sessions were held with the consultant. Our Bridge Division had made an estimate of cost of the design and foundation exploration for this structure. Taking this estimate and applying a factor of 2.5 (the American Society of Civil Engineers' manual concerning consultant contracts recommends a factor of from 2 to 3) our base figure was $365,000, which was not revealed to the consultant.

The consultant's first proposal was a figure of $360,220, as evidenced by their letter of May 17 (a copy is attached). After the first negotiation period wherein the uncertainties as to the number of test explorations to be made and the uncertainties as to what added cost might accrue if an arch design were required were removed, the consultant submitted a base figure of $332,020, as evidenced by his letter of May 18 (a copy is attached).

In view of the fact that this site is susceptible to girder application and that by reason of it being on an approximately 3 percent grade the arch design will not have a pleasing aesthetic appearance, the contingent items included will not be necessary and the final base figure will be $332,020.

We attach hereto an advance copy of the agreement which we propose to enter into immediately upon approval by your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
L. H. Young

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N.E. COUCH STREET
PORTLAND 12, OREGON

May 18, 1966

Mr. Tom Edwards, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

We propose to provide professional engineering for the design of the proposed Willamette River Bridge at Oregon City on Interstate Route I-205 as shown on your preliminary drawings dated April 21, 1966 in accordance with the following fees:

1.	Preliminary Design and Cost Estimates		$ 45,100.
2.	Foundation Investigation and Report Based on the basic scope of work covered by Dames & Moore's proposal dated May 13, 1966 including 3 exploration borings on the east side, 5 in the river and 16 on the west side		33,000.
	A. Any additional explorations authorized would be done based on Dames & Moore's regular schedule of charges plus 10% for administration.		
3.	Final Design and Working Drawings based on girder bridge design		222,000.
	A. Additional Fee if Arch Type design is selected	$14,000.	
4.	Construction Specifications		5,800.
5.	Construction Cost Estimates		3,420.
6.	Checking Shop Drawings		22,700.
	Total Fee		$ 332,020.

Very truly yours,

Moffatt, Nichol & Taylor

Robert M. Bonney

RMB:wl

RECEIVED
MAY 21 1966

I-205-7(10)298
7105

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDER
13TH COAST GUARD DISTRICT
616 SECOND AVENUE
SEATTLE, WASHINGTON 98104

3267/575A
19 May 1966
Ser. o-4 (254)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Thank you for your letter of 16 May 1966 regarding proposed permanent navigation lighting on the new Willamette River Bridge at Oregon City, Oregon, River Mile 25.5.

Enclosed is an approved copy of navigation bridge lighting for this bridge. Please advise this office when the bridge has been completed and the permanent bridge lighting installed and the lights operating.

When known, please advise this office of the name of the contractor, so he may be advised of temporary lighting that may be required during construction and until permanent lighting is installed and operating. We will also require information as to type and amount of equipment that will be in the water, and dates, so this information may be publicized in the Local Notice to Mariners.

Sincerely yours

C. F. Gailey Jr.
C. F. GAILEY, JR.
Lieutenant Commander, U. S. Coast Guard
Assistant to Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
Dwg dtd 21 Apr 1966 Bridge #9403, Sheet 1 of 2

Copy & drawing to [illegible] 5-31-66

NOTED
TOM EDWARDS

RECEIVED
MAY 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1966
OREGON
STATE HIGHWAY COMMISSION

Keep Freedom in Your Future With U.S. Savings Bonds

RECEIVED
MAY 16 1966

FOR FILING

Const.
Bridges
Ten

4pm

4642

May 16, 1966

Commander
13th Coast Guard District
616 Second Avenue
Seattle, Washington 98104

Attention: Victor Hall
Lieutenant Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch

Dear Sir:

Re: Willamette River Bridge
at Oregon City
I-205
Clackamas County

This is in regard to your 5410-1 of April 28, 1966, Ser. O-4(221).

Herewith, we are transmitting two copies of drawings showing proposed permanent navigation lighting on the subject bridge. Also enclosed are two copies of the location map for the project.

It is not possible, at this time, to complete Form CG-2554 or to provide a drawing of proposed temporary construction lights. Preparation of such drawings and completion of the form will be an obligation of the contractor under terms of the contract for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. W. Rulien

DSB:mb bg

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDER
13TH COAST GUARD DISTRICT
616 SECOND AVENUE
SEATTLE, WASHINGTON 98104

REFERRED TO
admin
BY SECRETARY

EDWARDS

5410-1
28 April 1966
Ser. o-4 (221)

3373

MAY 1 66

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Public Notice 66-55, dated 25 April 1966, issued by the District Engineer, Corps of Engineers, U. S. Army, Portland, Oregon regarding your application for approval of plans for a proposed bridge to cross the Willamette River at Oregon City, Oregon, at Mile 25.5.

This office has no objection to the proposed bridge. However, in accordance with Title 33, Code of Federal Regulations, Part 68, bridge lighting will be required. Bridge specifications should include both temporary construction lighting and permanent bridge lighting.

As soon as available, please submit drawings in duplicate showing plan and elevation views of the bridge and proposed permanent bridge lights, for approval by this office.

Temporary construction lights will consist of fixed red lights to mark piers under construction, or other obstruction in or near the channel. All of these temporary obstructions should be shown on a drawing and listed on the enclosed Private Aids to Navigation Application (CG-2554).

Sincerely yours

Victor Koll
VICTOR KOLL
Lieutenant Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
OREGON STATE HIGHWAY DEPARTMENT
MAY 1966
BRIDGE DESIGN SECTION
By

Merchant

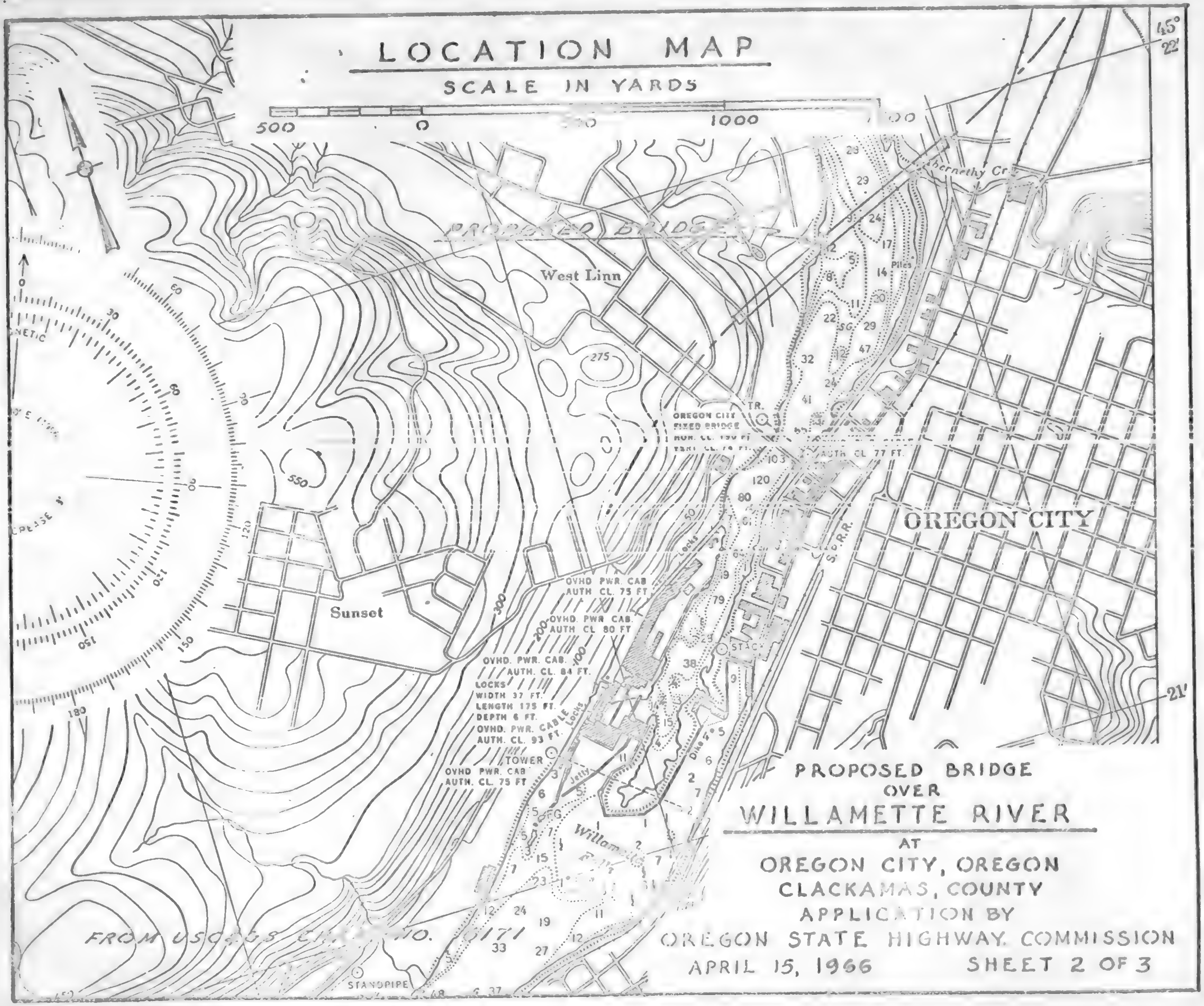
Encl.
F/CG-2554
(Application returned 5-16-66)

BRIDGE DIVISION
MAY 3 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Keep Freedom in Your Future With U.S. Savings Bonds

LOCATION MAP

SCALE IN YARDS


500
0
1000
PROPOSED BRIDGE
West Linn
Sunset
OREGON CITY
Abernethy Cr.
275
550
300
200
100
50
OREGON CITY FIXED BRIDGE
TR.
AUTH. CL. 77 FT.
OVHD PWR. CAB AUTH. CL. 75 FT
OVHD. PWR. CAB. AUTH. CL. 80 FT
OVHD. PWR. CAB. AUTH. CL. 84 FT.
LOCKS WIDTH 37 FT. LENGTH 175 FT. DEPTH 6 FT.
OVHD. PWR. CABLE AUTH. CL. 93 FT.
Locks
TOWER
OVHD PWR. CAB AUTH. CL. 75 FT
Jetty
Dike
STACK
S. P. R.R.
Piles
Willamette
STANDPIPE
45° 22'
21'
FROM USC&GS CHART NO. 6171

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
OREGON CITY, OREGON
CLACKAMAS, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 15, 1966 SHEET 2 OF 3

RECEIVED
JUN 14 1966
FOR FILING

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET
PORTLAND, OREGON 97232

I-205-7(10)298

7105 May 17, 1966

Mr. Tom Edwards, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

We propose to provide professional engineering for the design of the proposed Willamette River Bridge at Oregon City on Interstate Route I-205 as shown on your preliminary drawings dated April 21, 1966 in accordance with the following fees:

1.	Preliminary Design and Cost Estimates	$ 45,100.	ok
2.	Foundation Investigation (Estimated Maximum) (Dames & Moore - Consultants)	$ 35,200	Reduce in
3.	Final Design and Working Drawings	248,000.	- arch
4.	Construction Specifications	5,800.	
5.	Construction Cost Estimates	3,420.	
6.	Checking Shop Drawings	22,700.	
	Total Fee	$ 360,220.	

Very truly yours,

Moffatt, Nichol & Taylor

Robert M. Bonney
Robert M. Bonney

RMB:wl

Superseded

NOTED
TOM EDWARDS

RECEIVED
MAY 16 1966
FOR FILING
I-205 7(11)
7165

May 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

In planning for completion of design and construction work attendant to I-205, this Department considered the possibility of employment of consultants. We quote the following from a Memo to the File under date of December 21, 1965 over the signature of Mr. R. L. Porter:

> "...In order to comply with the Bureau's PPM 40-6, the State Highway Engineer on December 16 appointed the following committee to select a consultant when such services are required: The Deputy State Highway Engineer (R. L. Porter); the Assistant State Highway Engineer on bridges (Tom Edwards); and the Assistant State Highway Engineer on construction (F. B. Klaboe).
>
> "It is felt that the use of such engineering service in Oregon will be only occasional and it is not necessary to set up a highly formal procedure such as is in effect in some states. It appears at this time that we may have to call on consultants for some structural design and possibly for some work in connection with foundation investigation. It does not seem probable that it will be necessary to seek outside engineering services for route location and things of this nature."

We also attach a copy of a Memo to the File by Mr. Porter under date of March 22, 1966 in its entirety dealing with this subject. We have presently had an exploratory meeting with the local representative of the firm of Moffatt, Nichol and Taylor and have advised him to take the layout sheets (a copy of which is attached) and after a short study to contact us and be prepared to discuss and negotiate based on a breakdown of costs into the following six categories:

1. The investigation of and submission of some alternate designs.

2. The investigation and determination of foundation conditions (the contractor will probably employ a specialized soils firm for this work).

3. The preparation of detailed plans.

4. The preparation of special provisions.

5. The preparation of a cost estimate.

6. The checking of shop drawings.

This Department has prepared a preliminary estimate of cost on this same basis. At the negotiating session the proposed consultant will be required to make his preparation without having previous knowledge of the State's estimate. Time is of the essence in preparation of these contract plans and the consultant will be required to meet certain completion dates. A form of agreement is now being rough drafted in our office and will be submitted for approval of the Bureau of Public Roads prior to entering into any final agreement.

If the negotiations with the selected consultant fail to reach a desirable conclusion, then the second consultant referred to in the March 22, 1966 Memo to the File will be called in.

We attach hereto a copy of our application to the Corps of Engineers for a river crossing in this area and a copy of their reply.

Very truly yours,

Attachments (4 sets)

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

TE:jwa

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1. The investigation of and submission of some alternate designs.

2. The investigation and determination of foundation conditions (the contractor will probably employ a specialized soils firm for this work).

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4. The preparation of special provisions.

5. The preparation of a cost estimate.

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Very truly yours,

Attachments (4 sets)

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

TE:jwa

I-205 9403

DEPARTMENT OF DEFENSE UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

1507-21(Willamette R.-Bridges)-14. 25 April 1966

PUBLIC NOTICE 66-55

The Oregon State Highway Department, Salem, Oregon, has applied for Department of the Army approval of plans for a proposed bridge to cross the Willamette River, mile 25.5, at Oregon City.

It is proposed to construct a fixed bridge with the following navigation clearances:

Horizontal - - - - - - - - 230 feet
Vertical - - - - - - - - - 76 feet above a.l.w.

Plans of the proposed bridge are shown on the reverse side of this notice and the accompanying sheet.

Interested parties are requested to submit in writing any comments or objections they may have to the work. It is not proposed to hold a public hearing unless the response to this notice indicates one is necessary.

Replies to this notice should be mailed to reach this office not later than 26 May 1966 to insure consideration.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Branch

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 27 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 3 1965

6229-734

FOR FILING
Const

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1965

SUBJECT:

To: Memo to File

In case a definite location is approved by the Bureau of Public Roads for Interstate Route 205, it appears that this Department may have to call in consulting engineers to handle some of the design work. In order to comply with the Bureau's PPM 40-6, the State Highway Engineer on December 16 appointed the following committee to select a consultant when such services are required: the Deputy State Highway Engineer (R. L. Porter); the Assistant State Highway Engineer on bridges (Tom Edwards); and the Assistant State Highway Engineer on construction (F. B. Klaboe).

It is felt that the use of such engineering service in Oregon will be only occasional and it is not necessary to set up a highly formal procedure such as is in effect in some states. It appears at this time that we may have to call on consultants for some structural design and possibly for some work in connection with foundation investigation. It does not seem probable that it will be necessary to seek outside engineering services for route location and things of this nature.

R. L. Porter

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAY 10 1966
FOR FILING

I-205-7(1)278

7105

May 9, 1966

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
47[illegible] Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting PR-9forms "Request for Program Change" for Project I-205-7(1)[illegible], to increase the project cost to conform with later and more realistic estimated cost of the preliminary engineering.

We hereby request your authorization to proceed with PS & E preparation for the interchanges in Oregon City and West Linn including the structure over the Willamette River at an estimated cost of $435,000 (Federal Fund $400,000). The section involved is from Station 690+00 to Station 7[illegible]0+00. It is our present intention to let the design of the Willamette River Bridge to consultants at an estimated cost of $420,000. The balance of the design work for the interchanges and two structures is to be done by our staff at an estimated cost of $15,000.

Transcript of the Public hearing for this section was furnished your department under our letter of October [illegible], 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed [illegible]
[illegible]
[illegible]

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61)
DATE SUBMITTED TO W.O.	

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD 2	REPORT NUMBER 3 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St. Rd. Lake Rd. near Milwaukie to I-5 21 65	ADT	4,300 10,000	FUTURE 12,000 24,000 (66) (70)
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70 · DA AREA 71 · EMERG. YR. 72 73 · PL AUTH Y 74
CARD 4	CLASS OF FEDERAL FUNDS [1] Interstate				COUNTY NAME Clack
	NAME OF URBAN AREA 17-31 Portland		F.A. SYSTEM Interstate		

YEA 86 (71) (7

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (6
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	234	I-205-7(1) 290	St. Rd. Jc. Lake Rd. near Milwaukie to Jc. Pacific Hwy. near Tualatin (Lake Road-Pacific Hwy. Sec.)		588,000 (22,000,000)
										PROJECT TOTAL	12.7	588,000
5					PE ROW CONST		RE-QUESTED REVISION	234	I-205-7(1) 290	St. Rd. Jc. Lake Rd. near Milwaukie to Jc. Pacific Hwy. near Tualatin (Lake Road-Pacific Hwy. Sec.)		1,000,000 (29,000,000) (16) (23)
										PROJECT TOTAL	12.7	1,000,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To increase project cost to co

Est. cost field work $233,000

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: January 31, 1962	PROGRAM REVISION REQUESTED DATE May 9, 1966	RECOMMENDED DATE
OTHER: September 28, 1965	SIGNATURE	SIGNATURE
	ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
I-5 65	ADT	4,300 10,000	12,000 24,000 (66) (70)	86 (71) (72)	08 (74) (75)	Oregon	35 (2) (3)	042 4 6	234 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 I	NUMBER-AGR. NO. 7 13 205-7(1)	POST MI. (24) (26) MI. 290	DESIG. 27

	COUNTY NAME Clackamas & Washington	CODE 14 16 005

.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Interstate	I	I-205	(32) (36)	(37) I-205 (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
St. Rd. Jc. Lake Rd. near Milwaukie to Jc. Pacific Hwy. near Tualatin (Lake Road-Pacific Hwy. Sec.)	(54) (58)	(59) (66) 588,000 (22,000,000)	(67) (76) 540,000	48,000	PE (Future four 12' lanes) high-type pave. with 10' R, 6' L shoulders, 16' median to free location.
PROJECT TOTAL	12.7	588,000	540,000	48,000	
St. Rd. Jc. Lake Rd. near Milwaukie to Jc. Pacific Hwy. near Tualatin (Lake Road-Pacific Hwy. Sec.)		1,000,000 (29,000,000) (16) (23)	920,000 (24) (33)	80,000	PE (Future four 12' lanes) high-type pave. with 10' R, 6' L shoulders, 16' median to free location.
PROJECT TOTAL	12.7	1,000,000	920,000	80,000	

REASON FOR CHANGE: To increase project cost to conform with latest and more realistic cost estimate.

Est. cost field work $233,000; Est. cost PS & E work $767,000.

VISION REQUESTED	RECOMMENDED	APPROVED
6	DATE	DATE
	SIGNATURE	SIGNATURE
ER	TITLE	TITLE

show both classes of funds involved.

USCOMM-DC 48908-P61

RECEIVED
MAY 10 1966
FOR FILING

I-205-7(10)298

7105

May 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35.3

Dear Sir:

This is in regard to our request for constructing six-foot shoulders on the proposed structure on Interstate 205 between the cities of Oregon City and West Linn. The Bureau of Public Roads Instructional Memorandum 40-1-65 and your letter of November 8, 1965, clearly state that a structure of this length must be constructed with a maximum distance of three feet six inches from the edge of the traveled way to the face of the parapet or rail. With our present safety curb of 18 inches, this provides a shoulder width of only two feet. The instructional memorandum indicates that exceptions to the limit in regard to shoulder widths can be made when in the Bureau's opinion the bridge, traffic, operations and cost factors warrant the adoption of a special case design. For the reasons given below we consider the Oregon City-West Linn Bridge to be one of these exceptions.

As you are well aware from previous data supplied concerning this structure, the 1986 ADT is estimated to be 20,600 vehicles. It should be noted that of this total the through movement only involves 5,200 vehicles. Of the remaining 15,400 vehicles, 9,200 are involved in weaving movements on the structure and the remainder proceed from an entrance ramp on one end of the structure to an exit ramp on the other end of the structure.

In view of the high speeds involved with the through traffic, it is estimated that the average speed of this traffic will be approximately 64 mph. This structure could be extremely hazardous, particularly during the peak hours. Under the present design requirements, there would be no room on the structure for the parking of vehicles disabled by an accident. With the structure length being over one-half mile in length, a stalled vehicle in a through traffic lane could result in additional accidents.

In a study conducted by the Oregon State Highway Department "Shoulder Use Study, R. H. Baldock Freeway, December, 1958" and a national cooperative highway research program report entitled "Means of Locating and Communicating with Disabled Vehicles Interim Report", it is indicated that we can anticipate approximately two vehicles per day being forced to make emergency stops on the structure. Here again, with no shoulder of adequate width to make these stops, severe accidents could result.

Highway Research Bulletin No. 170 entitled "Traffic Behavior as Related to Several Highway Design Features" on page 50 states that a six-foot emergency shoulder on a freeway bridge can accomodate a single stalled vehicle without seriously affecting traffic operation. It would, therefore, seem highly desirable to have available the six-foot shoulder for the purpose of emergency stops.

Further data to indicate the need for a six-foot shoulder on this structure are indicated in a report entitled "Traffic Control and Roadway Elements and Relationship to Highway Safety" prepared by the Automotive Safety Foundation in cooperation with the U.S. Bureau of Public Roads. Their study in regard to bridge widths indicates that while a bridge one foot narrower to five feet wider than the approach roadway results in an accident rate of 58 accidents per one hundred million vehicle miles, a structure which is five feet or more wider than the approach roadway has an accident rate of only 12 accidents per one hundred million vehicle miles. This would indicate that we could expect almost 80 percent less accidents to occur on the structure with a six-foot shoulder.

To further substantiate these figures, a comparison was made of the accident rate for the Columbia Slough Bridge on I-5 as against the Willamette River Bridge on I-5 near Wilsonville. The Columbia Slough Bridge has six-foot shoulders, is approximately 0.23 of a mile in length, with a 1965 ADT of 23,000 vehicles, and has experienced two accidents during the year 1965. One of these accidents was a rear-end and the other was a side-swipe overtaking. Since this section of freeway has only been opened since December of 1964, it was not possible to obtain any further accident data.

The Willamette River Bridge has a two-foot shoulder, is approximately 0.21 of a mile in length, with an average daily traffic for the three-year period from 1963 through 1965 of 16,400 vehicles, and has experienced ten accidents for the same period. These accidents included four rear-end, two side-swipe overtaking, and four fixed object, which involved striking the bridge.

The resulting accident rate on the Columbia Slough Bridge is 1.04 accidents per million vehicle miles, while the accident rate on the Willamette River Bridge is 2.65 accidents per million vehicle miles. This indicates a reduction in the accident rate of approximately 61 percent has resulted from an increase in the shoulder width from two to six feet.

With the above data in mind and the great emphasis that has been placed on highway safety, we strongly recommend that our request for six-foot shoulders on the Oregon City-West Linn Bridge be approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
Ivan Merchant

RLSc:mp jwa

RECEIVED
MAY 9 - 1966

FOR FILING
I-205-7(10)298
7105

DW 579

May 5, 1966

State Water Resources Board
500 Public Service Building
Salem, Oregon

Gentlemen:

This is in regard to Public Notice 66-55 for approval of plans for a bridge to cross the Willamette River at Oregon City.

Since the State Highway Department is the applicant, it has no objection to the operation as described in said notice.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter

STATE WATER RESOURCES BOARD
500 Public Service Building
Salem, Oregon 97310

3374

Date April 29, 1966 APR 29 66

Attached are copies of public notice (s) received from Portland District, Corps of Engineers, on April 27, 1966 (date).

Permit request submitted by: The Oregon State Highway Dept.

Descriptive File No. PB 66-55 1507-21 (Willamette R.-Bridge)-14

Please return your comments to the State Water Resources Board by: May 26, 1966 (date).

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

1507-21(Willamette R.-Bridges)-14. 25 April 1966

PUBLIC NOTICE 66-55

The Oregon State Highway Department, Salem, Oregon, has applied for Department of the Army approval of plans for a proposed bridge to cross the Willamette River, mile 25.5, at Oregon City.

It is proposed to construct a fixed bridge with the following navigation clearances:

Horizontal - - - - - - - 230 feet
Vertical - - - - - - - - 76 feet above a.l.w.

Plans of the proposed bridge are shown on the reverse side of this notice and the accompanying sheet.

Interested parties are requested to submit in writing any comments or objections they may have to the work. It is not proposed to hold a public hearing unless the response to this notice indicates one is necessary.

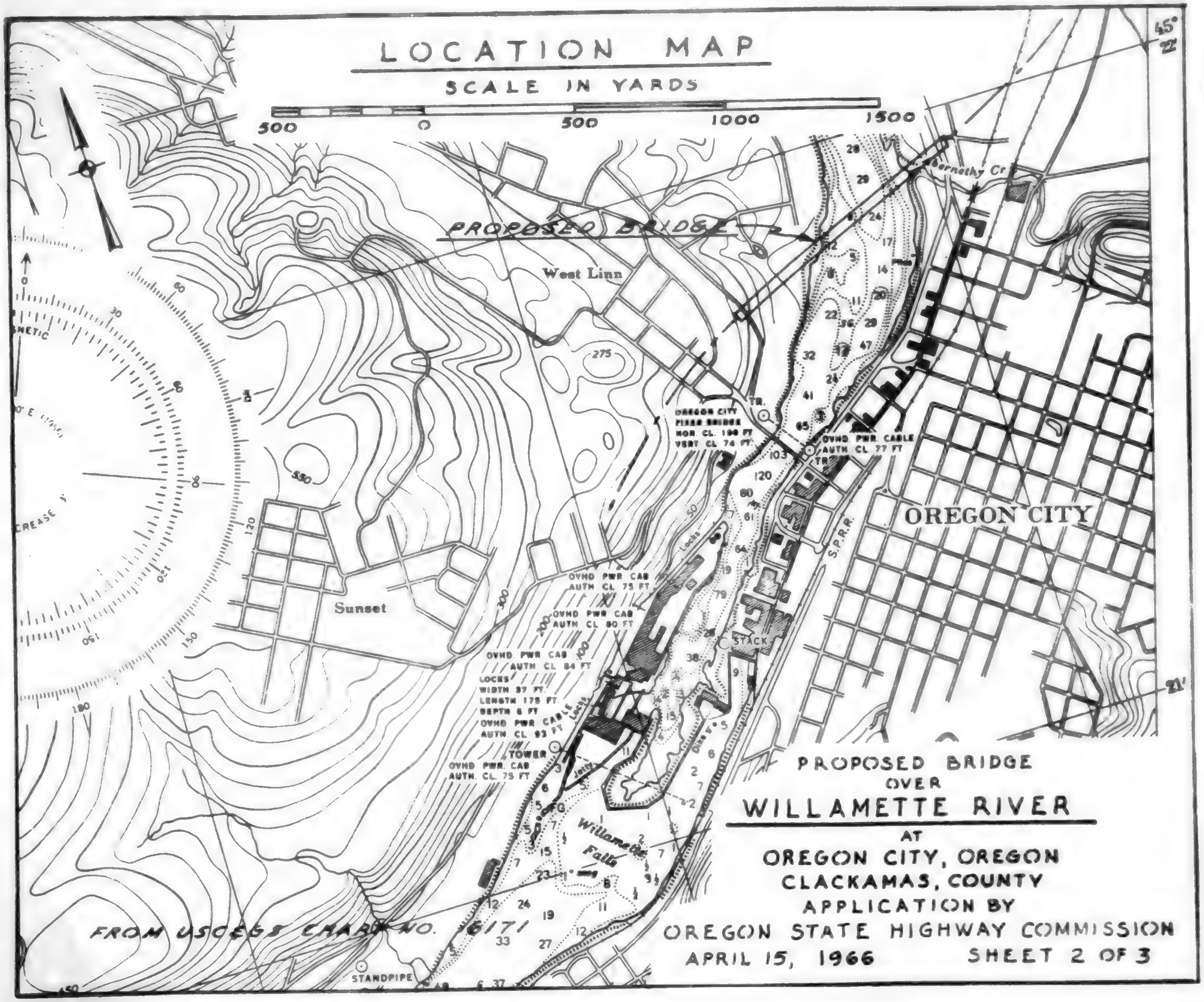
Replies to this notice should be mailed to reach this office not later than 26 May 1966 to insure consideration.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Branch

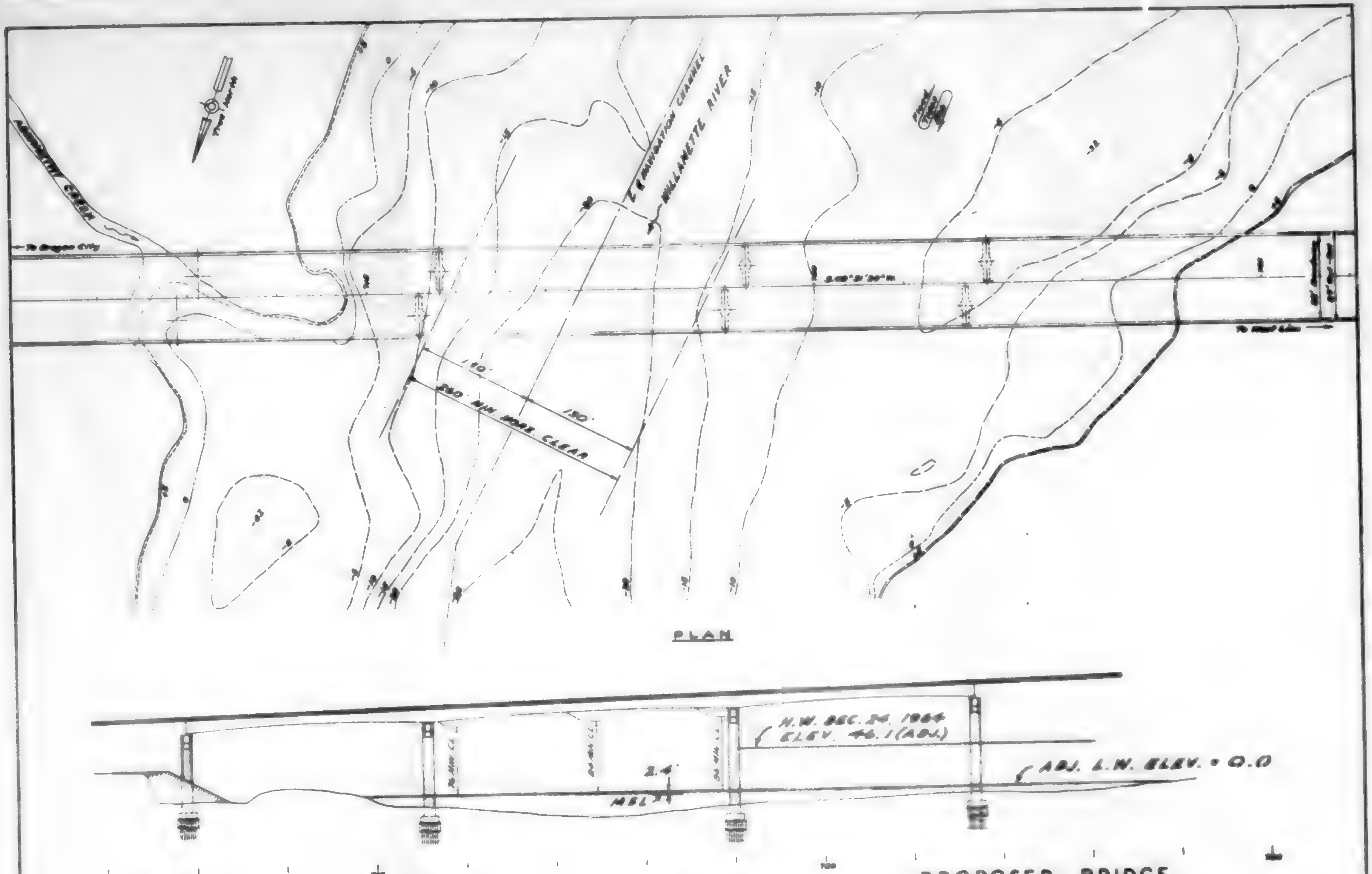
[illegible]
2
OFFICE OF
[illegible]

NOTED
D. D. ALLEN

LOCATION MAP



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
OREGON CITY, OREGON
CLACKAMAS, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 15, 1966 SHEET 2 OF 3



PLAN

ELEVATION

SCALE IN FEET

0 50 100 150

DATUM -
SOUNDINGS & ELEVATIONS ARE IN FEET
AND REFER TO ADJUSTED LOW WATER.
LOW WATER CORRESPONDS TO AN
ELEVATION 2.4 FT. ABOVE MEAN SEA
LEVEL...

MILES ABOVE MOUTH OF RIVER 25.5

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
OREGON CITY, OREGON
CLACKAMAS, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 15, 1966
SHEET 3 OF 3

RECEIVED
MAY 4 - 1966

I-205-7(10) 290

7105

SF*10102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1966

SUBJECT: Oregon City-West Linn Section
East Portland Freeway
I-205-7(1) 290
Clackamas County

To: Mr. L. H. Young
Office Engineer
BUILDING

The survey on the subject section on Interstate 205 in Clackamas County has been completed and we are now ready for the P.S. and E. phase of preliminary engineering.

The design of the bridge across the Willamette River is being considered for letting to a consultant. When the structure design will be turned over to a consultant has not been determined; however, it is felt that the Federal-aid programming should be put in order so that these consultant fees are participating.

If we might advance a portion of this survey from Station 690+00 to Station 750+00 it would cover the structure for final design and our final design on the interchanges in Oregon City and West Linn.

The public hearings for this section were held in Oregon City on September 22, 1965.

Survey approval maps were presented to the front office on October 27, 1965, but to this date have not been approved by the Commission.

Would you please take the necessary steps to advance this portion of I-205 into P.S. and E. phase of Bureau of Public Roads programming.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

BG:rw
cc: F. B. Klaboe
J. E. Morelock

NOTED
F. B. KLABOE

RECEIVED
APR 27 1966

FOR FILING
I-205-7(10)298

7105

April 26, 1966

The Honorable John J. Inskeep
810 Center Street
Oregon City, Oregon

Dear Senator Inskeep:

This is a followup to our telephone conversation last week which had to do with (1) the probable time of construction on the West Linn-Oregon City Bridge; and (2) the Milwaukie-82nd Avenue Section.

Application has been made to the Corps of Engineers for a navigational permit for the West Linn-Oregon City Bridge and the geometric layout has been submitted to the Bureau of Public Roads for their detailed approval. As soon as the necessary concurrences are received, a start will be made on the detailed design and preparation of specifications. In order to expedite the work, the Highway Commission will probably give consideration to retaining a private engineering firm and it is my guess that the design work will require about six months.

On the Milwaukie Section, the Highway Commission has provided funds for the right-of-way acquisition only and this work is now underway. It is estimated that six months or possibly a little more may be required to purchase the necessary properties. As the Commission has not as yet placed the construction of this project on any approved program, any estimate on my part as to a start of construction date would be speculation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell

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APR 15 1966

FOR FIL

I-205-7(10) 298

7105

Salem, Oregon
April 15, 1966

Mr. Ivan Merchant
Bridge Engineer

BUILDING

Attached are two certified copies each of excerpts from the Minutes of January 30, 1964 and March 12, 1964 in which the Commission authorized construction of a second bridge across the Willamette River between West Linn and Oregon City.

The March 12 excerpt shows the programming of 5 million dollars for construction.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

projects which he asked be confirmed for the records. The Commission confirmed the contracting of the following projects:

1.	West Linn- Oregon City Str., GP	Oswego Highway	FA	$ 5,000,000
2.	Horse Ridge Sec. Pave	Central Oregon	FA	600,000
3.	Powers Junction- Bridge Sec. Pave	Coos Bay-Roseburg	FA	500,000
4.	Rock Creek Sec. G.O.S.	Coos Bay-Roseburg	FA	550,000
				$ 6,650,000

In order to provide an orderly program of construction on the ABC highways, he requested approval on 13 additional projects. The Commission approved the following projects:

1.	Minam Section GPS	Wallowa Lake Hwy.	FA	$ 410,000
2.	Astoria Approach GPS	Coast Highway	FA	980,000
3.	Alsea Mtn. Sec. Grading	Alsea Highway	FAS	1,000,000
4.	Gladstone Sec. Widen and Curb	Pacific East	FA (Co-op)	115,000
5.	Wildwood Lodge & Wimer Slides	Oregon Coast	FA	180,000
6.	Crest St.- Patterson Ave. GPS	Klamath Falls- Lakeview	FAU FAS	575,000
7.	Cornelius Pass Rd.- Cornell Rd. GPS	Sunset Highway	FA	1,095,000
8.	Lake Rd. Intchg. GPS	Cascade Highway	FA	212,000
9.	Independence Jct.- N. Salem GPS	Salem-Willamina	FA	1,100,000

(Cont. on following page)

RECEIVED
APR 12 1966
FOR FILING

I-205-7(10)998

7165

BARNARD AND BURK OF OREGON, INC.
CONSULTING ENGINEERS
1129 S. W. WASHINGTON
PORTLAND, OREGON 97205

PRESIDENT
CHARLES C. BARNARD

April 6, 1966

Mr. Lloyd Shaw
Assistant State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Shaw:

A few days ago I received a letter from Ted Cambern of Howard, Needles, Tammen & Bergendoff who is a partner basically in the Kansas City office and the individual that we have been dealing with in connection with our joint venture in Louisiana. This letter explained that they would be happy to work with us on any individual project of mutual benefit and he wished me well in my endeavors.

Mr. Cambern advised that the Seattle office of Howard, Needles, Tammen & Bergendoff had previously contacted the Oregon State Highway Department which I previously did not know. While I am still fully representing Barnard and Burk of Oregon, Inc. and Barnard and Burk, Inc. of Baton Rouge, we have no desire to embarass, in any way, Howard, Needles, Tammen & Bergendoff in their endeavors to secure work with your department.

At the suggestion of Mr. Cambern I plan to meet, within the very near future, Mr. Frank Bleistein, a partner in their Seattle office. I hope that an arrangement can be made to work in a cooperative manner without direct competition yet with an understanding that on certain mutually advantageous projects that we can continue the very fine relationship that we have had in the joint venture operation in Louisiana.

The above information is given to you so that you will have a rather complete understanding of our relationship with Howard, Needles, Tammen & Bergendoff.

Hoping that I may see you in the very near future, I remain,

Yours very truly,

C. C. Barnard

NOTED
TOM EDWARDS

CCB:mf
cc: Jack Burk
Ted Cambern
F. Bleistein

RECEIVED
APR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1966
OREGON
STATE HIGHWAY COMMISSION

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1.	West Linn-Oregon City Str., GP	Oswego Highway	FA	$ 5,000,000
2.	Horse Ridge Sec. Pave	Central Oregon	FA	600,000
3.	Powers Junction-Bridge Sec. Pave	Coos Bay-Roseburg	FA	500,000
4.	Rock Creek Sec. G.O.S.	Coos Bay-Roseburg	FA	550,000
				$ 6,650,000

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5.	Wildwood Lodge & Wimer Slides	Oregon Coast	FA	180,000
6.	Crest St.-Patterson Ave. GPS	Klamath Falls-Lakeview	FAU FAS	575,000
7.	Cornelius Pass Rd.-Cornell Rd. GPS	Sunset Highway	FA	1,095,000
8.	Lake Rd. Intchg. GPS	Cascade Highway	FA	212,000
9.	Independence Jct.-N. Salem GPS	Salem-Willamina	FA	1,100,000

(Cont. on following page)

The Commission also considered a second supplemental agreement with Hood River County concerning relocation of a short section of county road on the Cascade Locks-Wyeth Section of the Columbia River Highway in Hood River County. The Engineer commented that the agreement provides for closure of Forest Lane Road at the north access control line of Interstate 80N and relocation of the road carrying it over the freeway to a frontage road on the southerly side of the freeway. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

NOA

The Engineer recommended construction of a new four-lane bridge across the Willamette River approximately 3/4 of a mile downstream from the Willamette River Bridge at Oregon City. He estimated the cost of the bridge and connecting ramps at five million dollars. Construction of the new bridge, he pointed out, would also require new construction revising the existing Cascade Secondary Highway. This will provide a continuous four-lane route southerly of Portland to the northerly environs of Oregon City across the Willamette River. This, he continued, will help eliminate a traffic bottleneck in this area. Chairman Jackson stated that this matter had been given careful consideration by the Commission and all three of them are in accord on construction of the new bridge.

The Commission signed or authorized the Secretary to sign the following agreements, deeds and other papers:

"Indenture of Access" to the Edgar N. Roberts and Dalores Roberts property on the Gilchrist-Willamette Jct. Unit of the Lapine-Diamond Lake Jct. Section of The Dalles-California Hwy. in Klamath County.

"Indenture of Access" to the R. W. Voris and Mary Elizabeth Voris property on the Green Springs Interchange Section of the Green Springs Highway in Jackson County.

"Indenture of Access" to the Harold J. and Donna L. Bates and Benjamin and Eula Yantti property on the Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

"Indenture of Access" to the John E. & Selma S. Erickson and Albert Erickson property on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County.

"Indenture of Access" to the Lester D. and Thelma M. Ziegenbein property on Fikes Corner-Whiskey Creek Section of Mt. Hood Highway in Hood River County.

"Indenture and Grant of Access" to the New Plaza, Inc. property on the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County.

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APR 1 2 1966
FOR FILING

BARNARD AND BURK OF OREGON, INC.
CONSULTING ENGINEERS
1128 S. W. WASHINGTON
PORTLAND, OREGON 97205

PRESIDENT
CHARLES C. BARNARD

I-205-7(10)098

7105

April 6, 1966

Mr. Lloyd Shaw
Assistant State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Shaw:

A few days ago I received a letter from Ted Cambern of Howard, Needles, Tammen & Bergendoff who is a partner basically in the Kansas City office and the individual that we have been dealing with in connection with our joint venture in Louisiana. This letter explained that they would be happy to work with us on any individual project of mutual benefit and he wished me well in my endeavors.

Mr. Cambern advised that the Seattle office of Howard, Needles, Tammen & Bergendoff had previously contacted the Oregon State Highway Department which I previously did not know. While I am still fully representing Barnard and Burk of Oregon, Inc. and Barnard and Burk, Inc. of Baton Rouge, we have no desire to embarass, in any way, Howard, Needles, Tammen & Bergendoff in their endeavors to secure work with your department.

At the suggestion of Mr. Cambern I plan to meet, within the very near future, Mr. Frank Bleistein, a partner in their Seattle office. I hope that an arrangement can be made to work in a cooperative manner without direct competition yet with an understanding that on certain mutually advantageous projects that we can continue the very fine relationship that we have had in the joint venture operation in Louisiana.

The above information is given to you so that you will have a rather complete understanding of our relationship with Howard, Needles, Tammen & Bergendoff.

Hoping that I may see you in the very near future, I remain,

Yours very truly,

C. C. Barnard

NOTED
TOM EDWARDS

CCB:mf
cc: Jack Burk
Ted Cambern
F. Bleistein

RECE
APR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 7 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 - 1966

FOR FILING
I-205-7(10) 298

7105

March 31, 1966

Mr. F. E. Bleistein
Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Dear Mr. Bleistein:

On March 14 you advised us of your firm's availability for possible engineering services in Oregon and sent a report you had made for a bridge in Milwaukee, Wisconsin. As requested, we are returning it to you.

We have studied the report with great interest and thank you for providing us the opportunity to review it.

We are in the process of complying with Federal Bureau of Public Roads regulations in the selection of a consultant for the West Linn-Oregon City bridge but at this time have nothing definite to report. We do not know just how soon the matter will be resolved but when it is, we will notify you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mo
enc.

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAR 8 - 1966
FOR FILING

I-205-7(10) 298

7165

March 7, 1966

Mr. Alfred Simonson, General Manager
City of Oregon City
City Hall
Oregon City, Oregon

Dear Mr. Simonson:

This is response to your February 25 inquiry relative to the progress and status of Interstate 205.

This Department has been handicapped in issuing public information because we, in turn, have not been able to obtain definite answers from the Federal Government. I can assure you of this much, that just as soon as final approval for I-205 is received, the Oregon City-West Linn bridge will be the first construction undertaken on this route.

I recognize that the uncertainties and delays in connection with this project have been frustrating and have caused local concern; however, your Highway Department is doing everything within its power to bring the matter to as rapid a conclusion as is possible and we have every hope that the section in the West Linn-Oregon City area will be under construction before too much longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

RLP:ms bg

RECEIVED
FEB 14 1966
FOR FILING

I-205-7(10)298

7165

SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 5, 1966

To: Memo of Meeting:

SUBJECT: Willamette River Bridge
I-205 at West Linn-Oregon City
Bridge No. 9403

At the request of Mr. Hollenbeck, Permit Engineer for the Division Engineer, USED, Portland, a meeting was held in Portland on January 2, 1966 to discuss the navigational clearances for the subject bridge. Present at the meeting were Mr. Kidby, Mr. Beeman, Mr. Hollenbeck of the U.S.E.D., and the writer representing the Oregon State Highway Dept.

I had contacted Mr. Hollenbeck, previously, regarding clearances and he had sent me river charts covering the reach of the river containing the proposed crossing. River charts indicate a 150-foot wide channel with the center line on chords on a long left curve in the river. At the points of angle change of the channel center line the channel is widened on the inside of the curve. In a previous telephone conversation Mr. Hollenbeck had indicated his belief that a minimum 200-foot clearance through the structure would be adequate with the extra width being required because of the river curvature.

At this meeting Mr. Kidby indicated his belief that a minimum channel clearance of 250 feet would be required by the log rafting operators and intimated that, if that clearance was requested, the Corps would be in agreement with the operators. Mr. Kidby also brought up the question of barge traffic on the Willamette in the future as requiring a wider channel than indicated by their present river charts. There is no problem of vertical clearance as existing bridges both upstream and downstream from the proposed crossing have 74-foot clearance above adjusted low water.

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:mm

cc: Mr. Tom Edwards ✓

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1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1966
FORM E-20 90M 9-65 SP*6470-734

FOR FILING
I-205-7(10)27
7105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 27, 1966

SUBJECT: Willamette River Bridge at West Linn
I-205
Bridge No. 9403

To: Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

Your memorandum of January 7 asked me for the horizontal and vertical navigation clearances of the Willamette River Bridge at West Linn on I-205.

Vertical clearances requirements are 74' above adjusted low water which at the point of crossing, at River Mile 25.5, is 2.4' above mean sea level. Clearance elevation then will be 76.4. This is determined by existing bridges both upstream and downstream from the proposed crossing.

At the site of the crossing the channel width as shown on a USED river chart is 150' perpendicular to channel center line. The bridge center line crosses the channel at a skew angle of approximately 27°30', which would require a span of approximately 225' to provide the 150' of perpendicular clearance. It is my belief, however, that there will be objections from the navigators to this minimum channel width as at this point the channel is on a long, sweeping bend to the left. It is my belief that a minimum channel clearance perpendicular to the channel of 200' will be required. However, this cannot be affirmed until meetings are held with the navigators using this reach of the river. A 200' clearance would require a 250' span. There is the further possibility that because of pier costs, economic span ratios, etc., that either a three or four-span section of steel across the main river will be required with the main spans on the order of 300 feet. This should be left to the prerogative of the consulting engineer. The existing arch immediately upstream has a horizontal clearance of 181'.

As soon as a consulting engineer is chosen for this project, the first order of business should be the determination of span lengths so that negotiations can be carried on with the navigators; the War Department permit drawings prepared and submitted to the Corps so that a hearing may be held, if required by the Corps, prior to the granting of the War Department permit.

Ivan D Merchant
Ivan D. Merchant
Bridge Engineer

IDM:mm

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STATE HIGHWAY ENGIN

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Form CD-21
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-205-7(1)

7105

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: December 16, 1965

In reply refer to: 08-35-EC/550.1

NOTED
R. L. PORTER

SUBJECT: Oregon Projects I-205-7(1)290 and I-205-7(2)303
Proposed Selection of Structure Design Consultant

Mr. Porter's December 8, 1965 letter furnished additional information concerning your proposed selection of a consultant to prepare the design and specifications for the Willamette and Columbia River bridges on Interstate Route 205.

As discussed with you on December 10, 1965, we have arrived at the conclusion that a procedure has not been established that could be considered consonant with the intent of Section 3a of PPM 40-6. We are confident that if you will endeavor to evaluate a consultant based on procedures similar to examples for Washington or Idaho, which were handed to Mr. Porter on November 10, 1965, you will not find the selection arbitrary, but rather a determination based on a sound analysis which can be fully justified at any later date. We also furnished you a copy of GSA Form 251 regarding employment of consultants on October 4, 1965 and a copy of Kentucky's procedures which incorporate use of a modification of the GSA form with our November 8, 1965 memorandum.

Transmitted herewith are single copies of our Regional and Washington offices' November 3, 1965 and November 15, 1965 reviews, respectively, of the proposed State of Washington procedures. We believe this information will be helpful.

Your latest information has not offered any supportable basis why the consultant named should be selected over others mentioned in Mr. Porter's letter. We note that you offered no objections to negotiating separate contracts for the Willamette and Columbia River crossings. Conceivably your proposed consultant might be found acceptable for the lesser project and not for the other. We further note that list of projects furnished includes no river crossings which does not indicate a wide range of experience. In our opinion, all major river crossings are complex, particularly the two under consideration, involving high velocity currents and complicated flood and foundation conditions. The Willamette River bridge also will be complicated by interchanges at both ends. Furthermore, with the greater emphasis on aesthetics, quite likely

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

some consideration should and will be given to an orthotropic type which would require a high degree of specialization. We are not suggesting your proposed selection is unacceptable but rather that you have not yet furnished us a procedure on which reasonable assurance could be had that a considered choice of consultants was being made.

The work performed by consultants is a professional service and solicitation of bids, therefore, is not a requirement. This does not preclude discussions of fees during the final selection phase. Often the time factor and available manpower affecting scheduling are integral elements of fee determination and could influence the selection of one consultant over another. As noted in the procedures approved in several other States, careful estimates by the State of the anticipated engineering costs involved will provide valuable assistance in contract negotiations.

Enclosures

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Cover

December 8, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Reference is made to your November 29 letter relative to the selection of a consultant to perform structural designs for two major river crossings of Interstate Route 205.

It is the State's hope that before we get into the matter of fee, you can advise us as to the acceptability or nonacceptability of our recommendation. We are reluctant to ask this or any other consultant to furnish the documentation required to support a negotiated fee if there is some possibility that the Bureau of Public Roads may reject the firm for some other reason.

Our recommendation in the instant case is that Moffatt & Nichol, Engineers (a California corporation) and Moffatt, Nichol & Taylor (an Oregon partnership) be approved to perform the proposed work. A list of Federal-aid projects that have been designed by this firm is attached. We have been assured by John G. Moffatt that should his firm be selected, the following personnel will be made available to supervise and prepare the required designs and specifications: J. A. Davidson; H. R. Naill; R. A. Cash; and John T. Merrifield. The work would be performed in the firm's Portland office at 1845 N. E. Couch Street.

We have also been assured that the firm has sufficient staff and is capable of undertaking this assignment and could perform the structural design in from six to eight months after the receipt of preliminary data which would include a vicinity map, geometrics of the interchanges and navigation clearances. They would contemplate using Dames and Moore or some other well-known specialist to do the foundation exploration.

It is difficult to provide any meaningful detailed statement as to how Moffatt, Nichol & Taylor was selected except that the firm does have a local office; their personnel are familiar with local conditions; their performance is known to members of this Department; and the type of designs encountered at both the Willamette and Columbia River crossings are not so unusual as to require someone skilled in a complicated specialty.

During the past year or so, this Department has been literally deluged with offers of service from consulting engineers. To select one over the other is pretty much an arbitrary procedure and because of their local office, Moffatt, Nichol & Taylor was the first firm contacted. Also, because it has adequate staff, competent personnel, and is able to undertake the work immediately and expeditiously, we have not looked further. This is not to say that consideration was not given to such firms as Sverdrup & Parcel; Howard, Needles, Tammen & Bergendoff; and Porter, Armstrong, Ripa & Associates, to mention a few.

This Department offers no objection to negotiating separate contracts for the Willamette and the Columbia River crossings. In order to get this matter under way, you may consider this a request to approve the above consultant for the Willamette River crossing only. After this has been reconciled, we will then take up the Columbia River crossing as a separate request.

I do not believe that this procedure is in violation of the terms of PPM 40-6 and we request that you advise us as promptly as possible whether Moffatt, Nichol & Taylor is acceptable to the Bureau as far as technical qualifications are concerned. If your answer is in the affirmative, we will then endeavor to negotiate a fee that is satisfactory to the Bureau but if the firm is not acceptable, we will appreciate being so advised at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.

cc Forrest Cooper
Victor D. Wolfe

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-205-7(1)290 and I-205-7(2)303
Proposed Selection of Structure Design Consultant

Mr. Porter's November 18, 1965 letter requested concurrence in the selection of the firm of Moffat, Nichol and Taylor as the consultant to prepare the design and specifications for the Willamette and Columbia River bridges on Interstate Route 205.

Apparently the firm's Portland office has had very little if any experience with bridge design; consequently, further inquiries are being made along these lines. As discussed with Mr. Porter, information as to other Federal-aid projects handled by the firm would be helpful. In addition, if bridge design personnel are to be transferred from the Long Beach office, some information should be furnished as to whether the firm's current workload in that area is such that such a change is possible.

While the above investigation is underway, clarification or additional information on the following features would be desirable:

1. Mr. Porter indicated during a conference that there were some 10 or 12 prospective consultants interested in these projects. A more detailed statement of the procedures followed in arriving at the decision to use this specific consultant would appear in order.

2. It is not apparent why both of these major structures would necessarily be awarded to one consultant. Conceivably, it would be to the State's advantage to consider each project separately in the selection of consultants and determination of fees.

3. Inasmuch as the Columbia River Bridge will involve joint negotiations between the States of Oregon and Washington, it would appear that this bridge should be in a separate agreement from the Willamette Bridge.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. The work performed by consultants is a professional service and solicitation of bids, therefore, is not a Federal requirement. This does not preclude the discussion of fees, schedules for completion, and existing workloads during the consultant selection phase.

To further supplement Item 4, if concurrence in the selection of the consultant is obtained, and if payment is to be on a lump sum basis, it should be noted that revised section 4d(1) of PPM 40-6 requires that, when submitted to Public Roads for approval, each proposed contract be accompanied by a copy of an estimate prepared by the consultant. The State must establish, by documentation, the basis for its finding that the lump sum payment proposed is just and equitable. In some instances in other States, lack of appreciation for this requirement has resulted in approval delays. One State's practice of preparing these estimates prior to the selection of the consultant is considered to be impressive.

RECEIVED
NOV 3 0 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MOFFATT, NICHOL & TAYLOR

November 24, 1965

FEDERAL AID PROJECTS

1.	County of Fresno Jensen Avenue Grade Separation F. A. S. Urban Extension Project No. Fre-FAS-815, UE-2	$ 675,000 FAS 1,130,000 G. S.
2.	County of San Bernardino Waterman Ave. Between State Route 26 and Dumas Street F. A. S. No. S-712 (4)	(Bridges Only) 560,000
3.	County of San Bernardino Bear Valley Cutoff between AT & SF and Apple Valley Road South of Victorville F. A. S. No. S-924(2)	(Bridge Only) 400,000
4.	County of San Bernardino Etiwanda Grade Separation at Intersection F. A. S. Route 698 & SP RR Tracks F. A. S. 698	(Bridge Only)
5.	County of San Bernardino Waterman Avenue Grade Separation at SPRR Tracks F. A. S 712	(Bridge Only) 190,000
6.	County of San Bernardino Santa Ana River Bridge & Roadway from SPRR Tracks to Cooley Lane F. A. S. 1364	800,000
7.	County of San Bernardino Anderson Avenue Grade Separation at SPRR Tracks & Roadway F. A. S. 1419 (1)	2,090,700 (Estimate)

FEDERAL AID PROJECTS (Page 2)

8. Territory of Hawaii — Total Project Cost $4,680,000
Lunalilo Freeway — Structures Only 1,354,000
Honolulu, Hawaii
Freeway Crossing & Interchange Structures
(Joint Venture with Belt, Collins & Associates, Hawaii)

Federal Aid Project No:	F072-1(2)
Federal Aid Project No.	F065-1(1)
Federal Aid Project No.	US0720(3)
Federal Aid Project No.	US0630(2)

9. Territory of Hawaii — Total Project Cost 4,330,000
Lunalilo Freeway — Structures Only 2,100,000
Honolulu, Hawaii
Freeway Crossing and Interchange Structures
(Joint Venture with Belt, Collins & Associates, Hawaii)

Federal Aid Project No.	BF-072-1(3)
Federal Aid Project No.	BF-098-1(4)

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I-205 7110 [illegible]

7165

November 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

There are two major river crossings on Interstate 205, the Willamette and the Columbia, that will require structures of some magnitude. Due to the workload in the Department's Bridge Design Section, it appears desirable to have the designs and specifications prepared by an independent engineering firm (consultant).

We have reviewed the field and have considered a number of available engineering organizations. After reviewing the qualifications and availability of several competent companies, it is the desire of this Department to enter into an agreement with the firm of Moffatt, Nichol & Taylor to accomplish this work. This firm maintains offices in Long Beach, California, and Portland Oregon, and has been selected not only because of its competency as bridge engineers but also its familiarity with conditions in the Portland area. You may recall that the firm designed the Morrison Street Bridge in Portland under a joint venture with Sverdrup and Parcel, and the Gerald Desmond Bridge over the Inner Harbor at Long Beach, California, which was recently placed under contract.

Mr. Dee's letter of November 8 poses six questions for which he requested answers in connection with the selection of a consultant. The answers are as follows:

1. The evaluation in this case was made by the State Highway Engineer, the Deputy State Highway Engineer, and the Assistant State Highway Engineer in charge of the Bridge Division.

2. You indicate that too much reliance seems to be placed on consulting firms' brochures. In the instant

case, the competency and the performance of this firm are personally known to me and, possibly to a lesser extent, to other members of this Department. However, a brochure is attached for your information and we will appreciate its return after you have had an opportunity to review it.

3. Two personal conferences have been held with the head of this firm, who has assured the Department that his company is in a position to immediately undertake such an assignment and prosecute it to an expeditious completion.

4. The same answer as for No. 1.

5. The same answer as for No. 1.

6. An agreement has not been consummated with Moffatt, Nichol & Taylor but your concurrence in the selection of the firm is requested provided a satisfactory agreement can be negotiated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attachments

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor D. Wolfe

STATE COPY 174

Form CD-126 (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

08-00.2
TO : Mr. B. M. French, Regional Engineer
Portland, Oregon
ATTENTION: Mr. H. B. Henry

DATE: NOV 15 1965

In reply refer to:
32-10

FROM : G. M. Williams, Director of Engineering & Operations
Washington, D.C.

SUBJECT: Washington - Employment of Consultants for Engineering Services

Review has been made of the draft of the procedures proposed by the State Department of Highways in evaluating the qualifications of prospective consultants and in selecting a specific firm. Review has been made also of the analysis by your office of these procedures and we believe this to be excellent.

Our only comment would be in reference to paragraph 5 of the State's draft. We are in agreement with your office that the statement of preference for firms which have maintained an office in the State for five years should be deleted. We do not believe that such a reference would be in consonance with the intent of Section 1.24(b) of the Regulations and Standards for Administration of Federal Aid for Highways (CFR, Title 23 - Highways). A knowledge by the consultant through past experience of local conditions is desirable, and an outside firm might have to incur added expense in setting up an office at a place acceptable to the State and to us. The selection of a consultant should, however, be based on the consultant's ability to perform the services at a reasonable price, with appropriate weight being given to all factors.

We wish to again commend the review by your office of the State's submittal.

COPY SENT
✓ IDAHO DIV. } 11-15-65
✓ MONTANA DIV. }
✓ OREGON DIV. }
✓ WASHINGTON DIV. 11-17-65
...... 4 DIV. ENGRS.
...... WASHINGTON, D.C.

Booked

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

NOTE
L. FORTE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 8, 1965

In reply refer to: 08-35.EC/550.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon - Employment of Consultants for Engineering Services

Your September 27, 1965 letter advised that your January 5, 1962 statement of procedure for evaluating and selecting consultants was generally still applicable.

Review of your statement and comparison with procedure submitted by other states indicates that considerably more explanation is intended in complying with subparagraph 3a of PPM 40-6 than provided in your letters. Some of the following questions are unanswered:

1. Who makes the evaluation of prospective consultants?
2. Too much reliance would seem to be placed on brochures alone.
3. How does the State obtain data needed to compare current and prospective workload with capacity?
4. Who makes the selection of the firm with which negotiations are initiated?
5. Who participates in the negotiations?
6. Does the State highway department examine the reasonableness of the fee proposed on the basis of its own experience or by means other than comparing it with curves recommended by professional societies?

The Washington Department of Highways furnished you with procedures it used in the selection of the consultant for the Interstate Route 82 Reconnaissance Study. We now are furnishing herewith a copy of procedures used by the Commonwealth of Kentucky. In view of your rather limited use of consultants we would not expect as elaborate procedures to be developed by your department, however we believe considerable expansion and consolidation of your statement into one document will be necessary prior to approval of further consultant work.

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT, KENTUCKY

OFFICE OF COMMISSIONER OFFICIAL ORDER NO. 73646

SUBJECT: Consulting Engineering Contract Procedures

The policy and procedures of the Department of Highways contained in the attached document, Pages 1 through 10, entitled Consulting Engineering Contract Procedures, are hereby officially formalized and approved.

Signed and approved by me this 2nd day of March, 1965.

Henry Ward
HENRY WARD
COMMISSIONER OF HIGHWAYS

CONSULTING ENGINEERING CONTRACT PROCEDURES

INTRODUCTION

The Kentucky Department of Highways maintains an engineering staff capable of performing and accomplishing a normal workload of design and construction engineering projects; however, whenever design projects cannot be undertaken and accomplished by the Department on a timely basis with regard to construction plans, or, when the project requires specialized technical talents, consulting engineers may be employed upon recommendation of the State Highway Engineer and approval of the Commissioner of Highways.

Selection and employment of consulting engineers for engineering studies, preparation of design plans, specifications and supervision of construction is based upon the qualifications of the consultant, specialized experience in the type of work required, ability of the firm to complete the work in the time required, past experience with the Department, and ability of the firm to satisfactorily perform the services required. Because of these important features, consulting engineering contracts are negotiated, as are other perfessional services contracts, and are not awarded on a competitive bid basis.

Consulting engineering firms, considered for contracts with the Department of Highways, must warrant that they do not employ or retain any company or person, other than a bona fide employee working solely for the consultant, to solicit or secure a contract with the Department, and will not pay anyone a fee, commission, percentage, gift, or any other consideration as a result of the award of a consulting engineering agreement with the Department.

INTRODUCTION Cont'd

During the period of a contractual agreement with the Department, the consultant shall not engage for any purpose, any active professional or technical personnel who are, or have been, in the employ of the Department of Highways, or, shall engage such former personnel for at least two years after termination of employment which occurs after March 3, 1965. This prohibition shall not apply to employees who have reached the age of 65, and who have been retired under the mandatory retirement policy of the Department.

PREQUALIFICATION

Engineering firms interested in qualifying for consideration for consulting engineering contracts with the Kentucky Department of Highways must indicate their interest and availability for consulting engineering contracts by furnishing information describing the firm's engineering and financial qualifications, capabilities, experience, and present consulting engineering activities. The State Highway Engineer's Office will furnish interested engineering firms the necessary forms, Form HD 40-1, Kentucky Department of Highways-Engineer Questionnaire, for use in filing the necessary data required for prequalification of consultants. Brochures, if available, should be attached to Form HD 40-1, and submitted along with the questionnaire.

The State Highway Engineer will be responsible for prequalification of consultants. Engineering firms will be prequalified by the Department according to experience and capability, and when qualified, will be included in the Department's List of Qualified Consulting Engineers ranked according to complexity of work requirements of highway projects and the firms ability to perform such projects.

PREQUALIFICATION Cont'd

Based upon contracts awarded and completed by consulting engineers, an Engineers Experience Record will be maintained by the Department to reflect the Department's evaluation of services rendered by consultants under each contract and previous experience of each consultant with the Department.

DECISION TO EMPLOY CONSULTING ENGINEERS

The decision to employ consulting engineers for engineering studies, design plans, specifications, or, to supervise construction projects, is based upon the availability of state engineers to perform the required engineering services, the urgency for completion of plans and specifications in terms of plans for letting construction contracts, or, special technical requirements of the project which warrants employment of consulting engineers. If state engineering forces are unavailable, or, if special technical requirements are involved, the State Highway Engineer, upon making this determination, recommends employment of consulting engineers for the project being considered. The Commissioner of Highways must approve the recommendation for employment of consultants prior to proceeding with the selection of firms and negotiation of contracts.

PROCEDURES FOR SELECTION OF ENGINEERING FIRMS

Upon approval by the Commissioner of Highways to employ consulting engineers, the following procedures are used to select an engineering firm qualified to accomplish the project:

PROCEDURES FOR SELECTION OF ENGINEERING FIRMS Cont'd

1) State Highway Engineer

(a) From the List of Qualified Consulting Engineers, and on the basis of information contained in the Engineers Experience Record, prepares a listing of engineering firms qualified to perform the engineering services required for the particular project, based on their qualifications and performance records.

(b) Selects three firms whom the Department will invite to consider a consulting engineers contract for the proposed project.

(c) Furnishes each of the three consultants with a brief outline of the project involved and the services required.

(d) Determines the interest and availability of the three firms to perform the engineering services required for the proposed project.

PROCEDURES FOR NEGOTIATION OF CONTRACTS

The State Highway Engineer is responsible for negotiation of contracts with consulting engineering firms. The following procedure applies to contract negotiations:

PROCEDURES FOR NEGOTIATION OF CONTRACTS Cont'd

1) State Highway Engineer

(a) Discusses the proposed project with the first preferred consulting engineering firm on the list of three to determine its interest in submitting a proposal to perform the engineering services required for the proposed project.

(b) Furnishes the consultant the following information and forms for use in submitting a proposal:

1) Invitation and Proposal, including Form HD 40-2, Consulting Engineers Fee Proposal, for use by consultant in showing the basis for the proposed fee.

2) Detailed Job Description

(c) Using Form HD 40-3, Department's Estimate for Consulting Engineers Fee Determination, prepares an estimate of the cost of engineering services to be performed by the consulting engineering firm on the proposed project and determines the fee to be paid.

2) Consultant

Completes and submits proposal to the State Highway Engineer as a basis for further negotiation of a consulting engineering agreement.

3) State Highway Engineer

(a) Analyzes the consulting engineer's proposal in detail including the following determinations:

1) Prepares Form HD 40-4, Pre-Award Survey, to determine the current capability of the contractor to satisfactorily perform the engineering services required for the project under consideration.

2) Compares the consulting engineer's proposed fee with the Department's fee estimate to determine the reasonableness of the fee and areas of substantial differences requiring further discussion and negotiation.

(b) Conducts further discussion and negotiations with the consulting engineer, as necessary, in arriving at a reasonable fee for the engineering services to be performed under the contract.

(c) If unable to successfully negotiate an agreement with the first firm, concludes negotiations and proceeds to negotiate, as outlined herein, with the second preferred consulting engineering firm on the list, and, if unsuccessful with that firm, proceeds with the third firm. If no agreement is reached with any of the three consultants, the State Highway Engineer will select three other consultants, and follow the procedures outlined herein.

(d) Determines the fee to be recommended for payment to the consultant and has prepared an Agreement to cover the services to be performed by the consultant, incorporating into the Agreement the scope of the project as outlined in the proposal furnished the consulting engineering firm.

(e) Prepares HD 40-5, Record of Contract Negotiations, including the Department's estimate of the cost of engineering services.

(f) Submits the Agreement to the consultant for signature of approval and return.

(g) Recommends approval of the Agreement by signature.

(h) Transmits the following documents to the Board of Review:

1) Agreement
2) Record of Contract Negotiations
3) Engineer's Pre-Award Survey
4) Consultant's Proposal
5) Engineer's Questionnaire and other current information.

PROCEDURES FOR NEGOTIATION OF CONTRACTS Cont'd

4) Board of Review

Reviews all documents related to contract negotiations, determines the qualifications of the consulting engineers to perform the proposed engineering services, the fee to be paid, terms of the proposed contracts, and makes written recommendation to the Commissioner of Highways for employment of consulting engineering firms.

CONTRACT EXECUTION

1) Commissioner of Highways

(a) The Commissioner of Highways must approve by signature all consulting engineering agreements with the Department of Highways.

(b) If federal funds participate in the cost of proposed projects, the Bureau of Public Roads must approve the employment of consulting engineering firms. (Bureau of Public Roads' approval to be obtained by the State Highway Engineer.)

(c) Upon approval of the consulting engineering agreements by the Commissioner of Highways, and the Bureau of Public Roads if federal funds are involved, the Division of Contract Controls will process the executed agreement and issue the necessary encumbrance documents.

CONTRACT EXECUTION Cont'd

2) Division of Contract Controls

(a) Issues CH Contract and processes contract and agreement through the Highway Division of Accounts and the Department of Finance for encumbrance of funds.

(b) Receives approved CH Contract documents from the Department of Finance and notifies the State Highway Engineer that the consultant may be given notice to begin work.

(c) Maintains a file of all consulting engineering CH Contracts and Agreements and audits all progress vouchers prior to payment.

3) State Highway Engineer

(a) Notifies consultant to begin work.

(b) Exercises necessary supervision over consulting engineers during the period of the contract.

(c) Approves pay estimates for work completed.

COMPLETION OF CONTRACTS

Upon completion of work required under a consulting engineering contract, the State Highway Engineer takes the following actions:

1) Ensures that all terms and conditions of the contract have been

complied with and that all services to be performed under the contract have been completed prior to processing final vouchers for payment to the consultant and prior to final release of the consultant.

2) Prepares Form HD 40-6, Contract Performance Evaluation, to evaluate the services rendered by the consulting engineering under the contract, and files this report in the contract file.

3) Updates the Engineer's Experience Record to reflect the pertinent data on the completed contract.

Consultants who have unsatisfactory performance records on contracts with the Department of Highways will be disqualified and will be removed from the List of Qualified Consulting Engineers until requalified by the Department.

	KENTUCKY DEPARTMENT OF HIGHWAYS **CONSULTING ENGINEER QUESTIONNAIRE**	*See explanatory notes on page 9.*	DATE (Month, day, and year)

1. FIRM NAME	2. ESTABLISHED A. YEAR	B. STATE	3. TYPE OF ORGANIZATION (Check one) ☐ INDIVIDUAL ☐ CORPORATION ☐ OTHER (*Explain in item 22*) ☐ PARTNERSHIP ☐ JOINT VENTURE

4. FORMER FIRM NAME(S), IF ANY, AND YEAR(S) ESTABLISHED	5. HOME OFFICE BUSINESS ADDRESS AND TELEPHONE NO.

6. PRESENT BRANCH OFFICE(S)	A. ADDRESS	B. TELEPHONE NO.	C. NAME OF PERSON IN CHARGE

7. PRINCIPALS OF FIRM	NAMES	8. ASSOCIATE MEMBERS OF FIRM	NAMES

9. KEY PERSONNEL OF FIRM (Names)

A. ARCHITECTS	D. STRUCTURAL ENGINEERS	G. ELECTRICAL ENGINEERS (*Indicate Specialty*)
B. LANDSCAPE ARCHITECTS		H. PLANNERS (*Indicate Specialty as Site, City, Town, Community, etc.*)
C. CIVIL ENGINEERS	F. MECHANICAL ENGINEERS (*Indicate Specialty*)	I. OTHER KEY PERSONNEL (*Indicate Specialty*)

10. NUMBER OF PERSONNEL IN YOUR PRESENT ORGANIZATION

LOCATED AT	a. PRINCIPALS & KEY PERSONNEL*			b. OTHER PERSONNEL											TOTALS
				ENGINEERS											
	ARCH. (1)	ENG. (2)	OTHER (3)	(4) STRUCT. DESIGN	(5) ROAD DESIGN	(6) ELEC.	(7) SPEC. WRITER	(8) OTHER	DRAFTSMEN (9)	PLANNERS (10)	ESTIMATORS (11)	INSPECTORS (12)	SURVEYORS (13)	BALANCE (14)	(15)
c. HOME OFFICE															
d. BRANCH OFFICE IN															
e. TOTALS															

11. NUMBER OF PERSONNEL IN YOUR ORGANIZATION DURING LAST 5 YEARS	A. MAXIMUM NO.	B. YEAR	C. NORMAL STRENGTH

* Total of items 7 and 9)

12. OUTSIDE ASSOCIATES AND CONSULTANTS USUALLY EMPLOYED BY YOUR FIRM
(Furnish a separate completed questionnaire for each firm or individual listed below but see note c. page 9)

a. CATEGORY	b. NAME OF FIRM OR INDIVIDUAL AND ADDRESS	a. CATEGORY	b. NAME OF FIRM OR INDIVIDUAL AND ADDRESS
A. ARCHITECTS		F. GEOLOGIST	
B. LANDSCAPE ARCHITECTS		G. ELECTRICAL ENGINEERS	
C. CIVIL ENGINEERS		H. PLANNERS	
D. STRUCTURAL ENGINEERS		I. PHOTO-GRAMMETRY	
E. SANITARY ENGINEERS		J. OTHER CONSULTANT AFFILIATIONS	

13. INDICATE IN ORDER OF PRECEDENCE, USING "1," "2," "3," ETC., THE TYPES OF PROJECTS IN WHICH YOUR FIRM SPECIALIZES *(Work specialties not sufficiently identified by the printed general categories are to be listed separately in the spaces provided)*

___ AIRFIELD FACILITIES
___ AIR COND. - REFRIG. - VENT.
___ BRIDGES
___ COMMUNICATIONS
___ COMMERCIAL BUILDINGS
___ EARTH FILL DAM WORK
___ ELECTRONIC FACILITIES
___ URBAN ROADWAY DESIGN

___ RURAL ROADWAY DESIGN
___ INDUSTRIAL BUILDINGS
___ LABORATORIES
___ MANUALS
___ MASTER PLANNING - SITE DEVELOP.
___ POWER - HEATING PLANTS

___ PUBLIC BUILDINGS
___ SURVEYS AND REPORTS
___ UTILITIES
___ WATER - SEWAGE
___ URBAN TRANSPORTATION PLANNERS
___ TRAFFIC
___ HIGHWAY STRUCTURES
A. CULVERT
B. BRIDGE UNDER 450' SPAN
___ C. BRIDGE OVER 450' SPAN

___ ___
___ ___
___ ___
___ ___ ___
___ ___
___ ___

14. INDICATE THE SCOPE OF SERVICES PROVIDED BY YOUR FIRM WITHOUT USE OF OUTSIDE ASSOCIATES OR CONSULTANTS ON TYPES OF PROJECTS INDICATED IN ITEM 13 *(i.e. Architectural, Mechanical, Electrical, Structural, etc.)*

HD 40-1

Sheet 3 of 13

15.

PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES WITHIN YOUR FIRM

(*Furnish complete data but keep to essentials*)

A. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

B. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

C. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

D. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

E. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

F. NAME (*Last-first-middle initial*)

DATE OF BIRTH (*Month-day-year*)	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION (*College, degree, year, specialization*)

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (*Type, year, State*)

15. CONTINUED

PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES WITHIN YOUR FIRM

(Furnish complete data but keep to essentials)

G. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

H. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

I. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

J. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

K. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

L. NAME *(Last-first-middle initial)*

DATE OF BIRTH *(Month-day-year)*	YEARS OF EXPERIENCE	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL

EDUCATION *(College, degree, year, specialization)*

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION *(Type, year, State)*

16. PRESENT ACTIVITIES ON WHICH YOUR FIRM IS DESIGNATED ARCHITECT OR ENGINEER OF RECORD

NAME AND TYPE OF PROJECT	LOCATION	NAME AND ADDRESS OF OWNER	ESTIMATED CONSTRUCTION COST	ESTIMATED COMPLETION DATE	

TOTAL NUMBER OF PRESENT PROJECTS:

TOTAL ESTIMATED CONSTRUCTION COST:

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17. PRESENT ACTIVITIES ON WHICH YOUR FIRM IS ASSOCIATED WITH OTHERS
(Indicate phase of work for which your firm is responsible)

NAME OF PROJECT AND PHASE OF WORK	LOCATION	OWNER	ESTIMATED CONSTRUCTION COST OF		ESTIMATED COMPLETION DATE		FIRM ASSOCIATED WITH
			ENTIRE PROJECT	WORK FOR WHICH YOUR FIRM IS RESPONSIBLE			
TOTAL NUMBER OF PRESENT PROJECTS:			TOTAL ESTIMATED CONSTRUCTION COST OF WORK FOR WHICH YOUR FIRM IS RESPONSIBLE:				

18. COMPLETED WORK ON WHICH YOUR FIRM WAS DESIGNATED ARCHITECT OR ENGINEER OF RECORD DURING THE LAST 10 YEARS

NAME AND TYPE OF PROJECT	LOCATION	YEAR YOUR WORK COMPLETED	NAME AND ADDRESS OF OWNER	ESTIMATED CONSTRUCTION COST	CONSTRUCTED (Yes or No)

TOTAL NUMBER OF COMPLETED PROJECTS:

TOTAL ESTIMATED CONSTRUCTION COST:

13. COMPLETED WORK ON WHICH YOUR FIRM WAS ASSOCIATED WITH OTHER FIRMS DURING THE LAST 10 YEARS
(Indicate phase of work for which your firm was responsible)

NAME OF PROJECT AND PHASE OF WORK	LOCATION	OWNER	YEAR YOUR WORK COMPLETED	ESTIMATED CONSTRUCTION COST OF		CONSTRUCTED (Yes or No)	FIRM ASSOCIATED WITH
				ENTIRE PROJECT	WORK FOR WHICH YOUR FIRM WAS RESPONSIBLE		
TOTAL NUMBER OF COMPLETED PROJECTS:			TOTAL ESTIMATED CONSTRUCTION COST OF WORK FOR WHICH YOUR FIRM WAS RESPONSIBLE:				

20. IN THE EVENT SPACES PROVIDED ON THE FORM ARE NOT SUFFICIENT FOR ENTRIES, OR IF YOU WISH TO FURNISH ADDITIONAL INFORMATION OR PHOTOGRAPHS, IT MAY BE INSERTED HERE, ON THE REVERSE OF THIS PAGE, OR ON SEPARATE SHEETS, WITH APPROPRATE REFERENCES.

21. PURPOSE OF SUBMITTING THIS QUESTIONNAIRE *(Check A or B, not both)*

☐ A. I/We wish to be considered for architectural or engineering services in connection with the ☐ study, ☐ design, ☐ inspection, ☐ supervision *(check applicable box or boxes)* of construction projects for Kentucky Dept. of Highways.

☐ B. This completed questionnaire is submitted as evidence of employment as outside associate or consultant. *(See item 12.)*

NAME OF FIRM ASSOCIATED WITH

As of this date: the foregoing is a true statement of facts.

NAME OF FIRM OR INDIVIDUAL SUBMITTING QUESTIONNAIRE	TYPE NAME AND TITLE OF PERSON SIGNING	SIGNATURE

NOTES:
(a) Form is to be completed by typewriter. Completed forms may be reproduced in any quantity deemed necessary to meet distribution requirements.
(b) It will be to a firm's advantage to maintain its experience record on a current basis. This may be accomplished by periodically forwarding current data.
(c) It is NOT necessary for individuals or firms who check item 21B to furnish separate questionnaires for their outside associates and consultants.

HD 10-1

Sheet 10 of 10

FINANCIAL STATEMENT------------BALANCE SHEET AS OF ______________ , 19______.

FIRM NAME (DATE)

☐ A CORPORATIONAL ______ STATE IN WHICH INCORPORATED
☐ A COPARTNERSHIP
☐ INDIVIDUAL

ASSETS		This Space for Highways Only
CURRENT ASSETS		
CASH:	$	$
On Hand		
In Banks		
Cert'f. Checks on Deposit for Bids		
Notes Receivable (Less Discount)		
Accounts Receivable		
Stocks and Bonds		
Inventories		
Interest Receivable Accrued on Notes, Securities, etc.		
Life Insurance		
Total Current Assets	$	$
FIXED ASSETS (Net Book Value)	$	$
Plant and Equipment		
Real Estate		
Total Fixed Assets	$	$
OTHER ASSETS	$	$
Real Estate (Not used in business)		
Land, bldg. Improvement, etc.		
Misc. Assets		
Total Other Assets	$	$
TOTAL ASSETS	$	$

LIABILITIES AND NET WORTH		
CURRENT LIABILITIES		
Judgments & Accts. Payable	$	
Notes Payable		
(a) To Banks for Certified Checks		
(b) To Banks for Payrolls and Other Purposes		
(c) To Material Companies		
(d) To Equipment Companies		
(e) To Other (exclusive of equipment)		
Owing Subcontractors		
Accrued Taxes		
Accrued Salaries & Payrolls		
Accrued Interest Payable		
Total Current Liabilities	$	
FIXED AND OTHER LIABILITIES	$	
Mortgage on Plant Equip.		
Mortgage on Real Estate		
Other Liabilities		
Total Fixed and Other Liabilities	$	
NET WORTH		
Individual or Partnership	$	
Capital		
Capital Stock		
Surplus		
TOTAL LIABILITIES AND NET WORTH	$	

HD [illegible]-2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

CONSULTING ENGINEERS FEE PROPOSAL

COUNTY ____________________

ROAD NAME ____________________

PROJECT NO. ____________________

	MAN HOURS	AVERAGE RATE	ESTIMATED COST
ENGINEERING STUDY			
TRAFFIC PROJECTIONS			
PRELIMINARY PLANS			
FINAL SURVEY			
GRADE & DRAIN PLANS			
RIGHT OF WAY PLANS			
UTILITY PLANS			
STRUCTURE PLANS			
SOILS & SUBSURFACE EXPLORATIONS			
LIGHTING PLANS			
SIGNING PLANS			

TOTAL DIRECT PAYROLL $ ____________

TRANSPORTATION $ ____________
LODGING $ ____________
OVERHEAD $ ____________
PROFIT $ ____________

OTHER (Specify) ______________________________ $ ____________

TOTAL PROPOSED FEE $ ____________

FIRM NAME ____________________

BY ____________________

DATE ____________________

HD 40-3.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DEPARTMENTS ESTIMATE FOR CONSULTING ENGINEERS FEE DETERMINATION

COUNTY ______________

ROAD NAME ______________

PROJECT NO. ______________

	MAN HOURS	AVERAGE RATE	ESTIMATED COST
ENGINEERING STUDY			
TRAFFIC PROJECTIONS			
PRELIMINARY PLANS			
FINAL SURVEY			
GRADE & DRAIN PLANS			
RIGHT OF WAY PLANS			
UTILITY PLANS			
STRUCTURE PLANS			
SOIL & SUBSURFACE EXPLORATIONS			
LIGHTING PLANS			
SIGNING PLANS			

TOTAL DIRECT PAYROLL $______________

TRANSPORTATION $______________
LODGING $______________
OVERHEAD $______________
PROFIT $______________

OTHER (Specify) ______________ $______________

TOTAL PROPOSED FEE $______________

BY ______________

DATE ______________

HD 404

KENTUCKY DEPARTMENT OF HIGHWAYS
ENGINEER PRE-AWARD SURVEY

COUNTY

PROJ. NO.

ROAD NAME

NAME OF FIRM

The following items, as applicable, have been considered in light of information known to the Department and each item rated as shown.

ITEM	SATISFACTORY	QUESTIONABLE	REMARKS
1. ABILITY TO COMPLY WITH THE REQUIRED OR PROPOSED DELIVERY OR PERFORMANCE SCHEDULE, TAKING INTO CONSIDERATION ALL EXISTING BUSINESS COMMITMENTS.			
2. PAST RECORD OF PERFORMANCE.			
3. APPARENT ABILITY TO CONFORM TO THE REQUIREMENTS OF THE STANDARD NON-DISCRIMINATION CLAUSE.			
4. GENERALLY QUALIFIED AND ELIGIBLE TO RECEIVE AWARD UNDER APPLICABLE LAWS AND REGULATIONS.			
5. NECESSARY ORGANIZATION, EXPERIENCE AND TECHNICAL SKILLS TO PERFORM THE WORK *(or ability to obtain same)*.			
6. NECESSARY CONSTRUCTION AND/OR TECHNICAL EQUIPMENT AND FACILITIES FOR PERFORMING THE WORK *(or ability to obtain same)*.			

From the foregoing ratings, the above named Engineering Firm is deemed capable of satisfactory performance under the contract for which the contractor is being considered.

REC. BY DEPT. NEGOTIATOR ______________________

DATE ______

APPR. BY STATE HWY. ENGR.

____

DATE ______

HD 40-5

KENTUCKY DEPARTMENT OF HIGHWAYS
RECORD OF CONTRACT NEGOTIATIONS

Sheet 1 of 3

(FOR OFFICIAL USE ONLY)

RECORD OF CONTRACT NEGOTIATIONS COUNTY ROAD NAME PROJECT NO. DATE	CHANGE ORDER ☐ SUPPL. AGREE. ☐ CONTRACT NO.	
TO: BOARD OF REVIEW	FROM: STATE HIGHWAY ENGINEER	

TYPE OF SERVICES ☐ STUDY ☐ DESIGN ☐ OTHER (SPECIFY)

1. SERVICES IN CONNECTION WITH *(Project Identification, Location and Description)**

2. NAME AND ADDRESS OF CONSULTANT

3. PLACE AND DATE OF NEGOTIATION

4. CONSULTANT REPRESENTATIVES *(Name and Title)*

5. DEPARTMENT REPRESENTATIVES *(Name and Title)*

6. EVENTS LEADING TO NEGOTIATIONS

(A) REQUIREMENT FOR WORK *(Such as copy of Directive or Letter of authority from and/or brief statement as to necessity of contract action.)*

(B) CONCISE JUSTIFICATION FOR USE OF CONSULTING ENGINEER

(C) FIRMS CONSIDERED

(D) CONSULTANT(S) SELECTION APPROVED BY *(Name, Title, Date)**

(E) CONTRACT MODIFICATION REC. BY *(Name, Title, Date)**

(F) NEGOTIATION AUTHORIZED BY *(Name, Title, Date*

7. RESUME OF ACTUAL NEGOTIATIONS PROCEEDINGS NOT OTHERWISE SET FORTH THIS WILL INCLUDE

(A) SERVICES TO BE PROVIDED BY THE CONSULTANT SUBCONTRACTORS AND/OR PROFESSIONAL ASSOCIATES.

(B) STATEMENT CONCERNING AMOUNT OF CONSULTANT ORIGINAL PROPOSAL.

(C) ITEMS SOLELY OF INTEREST TO THE DEPARTMENT SUCH AS AMOUNT OF INITIAL DEPARTMENT ESTIMATE. THE BASIS FOR UPWARD OR DOWNWARD REVISION DURING NEGOTIATIONS OR THE CONCLUSIVE JUSTIFICATION REQUIRED BY ITEM 8 FOR AWARDS THAT DIFFER FROM THE DEPARTMENT ESTIMATE.

(ATTACH EXTRA SHEETS IF ADDITIONAL SPACE IS NECESSARY)

8. PRICING DATA

(1) THE NEGOTIATED CONTRACT PRICE OF $ ________ IS LESS THAN ☐ THE SAME AS ☐ OR GREATER THAN ☐ THE DEPARTMENT ESTIMATE OR DEPTS.

(2) IS SUPPORTED BY A STATEMENT AND FULL JUSTIFICATION OF RECORD WHICH WILL ADEQUATELY SATISFY SUBSEQUENT REVIEWS.

(3) THAT PART OF THE CUMULATIVE CONTRACT PRICE TO DATE WHICH IS APPLICABLE STRICTLY TO THE PRODUCTION AND DELIVERY OF DESIGNS, PLANS, DRAWINGS AND SPECIFICATIONS IS $ ________ IT REPRESENTS ____ % OF THE ESTIMATED CONSTRUCTION COSTS OF $ ________ TO WHICH THE DESIGN SERVICES RELATE

(4) THE TOTAL CUMULATIVE NEGOTIATED CONTRACT PRICE OF $ ________ IS ________ % OF THE TOTAL ESTIMATED CONSTRUCTION COST OF $ ________ TO WHICH THE OVERALL SERVICES RELATE

9. PERIOD OF SERVICE: *(Should performance schedule be based on authorized use of overtime, so state, giving name and title of officer authorizing such use and date of action*

10. TYPE OF CONTRACT: *(Check Applicable Type*

☐ (A) FIXED PRICE *(Lump Sum or Unit Price)*

☐ (B) PRICE REDETERMINATION TYPE

☐ (C) PERSONAL SERVICES

☐ (D) OTHER COST TYPE

11. FUNDS CITATION: FUNDS IN THE AMOUNT OF $ ________ ARE AVAILABLE TO COVER THE COSTS OF THIS PROPOSED AWARD AS INDICATED IN THE ATTACHED DIRECTIVE(S).

12. ALLOTMENT NUMBER * (CH)

13. THE PAST PERFORMANCE OF THE CONSULTANT WAS:

15. THE FINANCIAL STATUS OF THE CONTRACTOR IS: *

14. NEGOTIATIONS WERE CONCLUDED ON ________ 19 ____ WITH THE CONSULTANT

15. THE FINAL CONTRACT PRICE, MUTUALLY AGREED TO IS:

16. THIS NEGOTIATED PRICE WAS CONCURRED IN BY: *(Signature of individual authorized to approve contract price)*

________________________ TYPEWRITTEN NAME AND SIGNATURE

________________________ TITLE

* *For application when change orders are involved. Description of services required by Item 1 may be limited to an identification of the line item or specific phase of work to which the change order relates. Information specified by Item 2 may be confined to the name of the contractor. A statement of "Not Applicable" (N/A) may, where appropriate, be substituted for the data called for by Items 6C through 6E, and Items 12 through 13.*

[illegible]

FOR OFFICIAL USE ONLY
(When data entered)

KENTUCKY DEPARTMENT OF HIGHWAYS

PERFORMANCE EVALUATION

CONSULTANT ENGINEER – ENGINEER PROFESSIONAL SERVICES

NAME AND ADDRESS OF CONTRACTOR	County: Road Name: Project No:

OFFICE RESPONSIBLE FOR

SELECTION OF CONSULTANT	NEGOTIATION OF CONTRACT	ADMINISTRATION OF CONTRACT

CONTRACT DATA

TYPE OF WORK: ☐ STUDY ☐ DESIGN ☐ OTHER (SPECIFY)

TYPE OF CONTRACT: ☐ FIXED PRICE ☐ COST PLUS FIXED FEE

CONTRACT NUMBER (CH)

COMPLEXITY OF WORK: ☐ DIFFICULT ☐ ROUTINE

AMOUNT OF ORIGINAL CONTRACT $	TOTAL AMOUNT OF MODIFICATIONS $	TOTAL AMOUNT OF CONTRACT $
DATE CONTRACT AWARDED	CONTRACTED COMPLETION DATE, INCLUDING EXTENSIONS	ACTUAL COMPLETION DATE OF CONTRACT

TYPE AND EXTENT OF SUBCONTRACTING

PERFORMANCE

	YES	NO		YES	NO
WAS CONSULTANT RESPONSIVE AND COOPERATIVE?			WAS PRESENTATION ACCURATE, CLEAR, AND COMPLETE?		
DID TOP MANAGEMENT ACTIVELY PARTICIPATE?			WAS END PRODUCT ECONOMICAL AND SUITABLE FOR INTENDED PURPOSE?		
WAS WORK ORGANIZED AND ACCOMPLISHED IN AN EFFICIENT MANNER?			IS CONSULTANT CAPABLE OF DOING MORE COMPLEX WORK?		

PERFORMANCE RATING ☐ OUTSTANDING ☐ SATISFACTORY ☐ UNSATISFACTORY

EXPLANATION OF RATING ***(Indicate specific reasons for rating given, describing quality of work performed and efficiency of execution. Comment on all items checked negative above.)***

CONTINUE ON REVERSE

RATED BY	TYPED NAME AND TITLE	SIGNATURE DATE
RATING REVIEWED BY	TYPED NAME AND TITLE	SIGNATURE DATE

FOR OFFICIAL USE ONLY *(When data entered)*

114

COPY

222 S. W. Morrison Street
Portland, Oregon 97204

November 3, 1965

03-00.2

32-10

Mr. C. M. Williams
Director of Engineering and Operations
Washington, D. C.

H. B. Henry, Regional Design Engineer
Portland, Oregon

~~Henry~~ 11/3/
Bain
Welsch
Dykema
Gregory
Jones
Palmer
Richardson

Washington - Employment of Consultants for Engineering Services

Under paragraph 3 of PPM 40-6, Qualifications for Selection of Consultants, the State is required to submit for approval a statement of procedures it uses (1) in evaluating the qualifications of prospective consultants and (2) in selecting a specific firm from those determined to be qualified to perform the engineering services desired.

In compliance with the above requirement is the attached material consisting of:

The division memorandum of October 27, 1965 ← Not here
State's letter of October 19, 1965, together with a draft of its proposed procedure

We consider the statement satisfactory in many respects. There are several sections where clarification or, possibly, changes would be desirable. By copy of this memorandum we are sending our comments forward to the division for their interim use, but we would appreciate having your review and direction before formally advising them regarding acceptability of the statement as adequately complying with the policy and procedure memorandum.

For convenience the following comments are under the same paragraph numbering used in the State's draft:

2. A Consultant Selection Board named by the Director, with the Assistant Director for Highway Development as chairman, appears satisfactory. The statement could be made more specific in identifying the other members. It is not clear, except for the district engineer of the district in which the design project is located, whether the remaining members are to have permanent status or are to be selected for each assignment. We would also like to see recognition made of the necessity for Public Roads to have access to these and other negotiation transactions to facilitate the periodic reviews required by the subject memorandum.

(more)

3. We fully concur in the division's implied recommendation that the basis for determining reasonableness of the "mutually agreeable price" be included. The written recommendations to the Director requesting the services of a consultant are to include estimated engineering costs. In this regard, we were impressed by Kentucky's requirement that, before a consultant was approached or selected, an estimate of the cost of engineering services to be performed on the proposed project was developed for use as a basis of determining the fees to be paid. Prepared from accurate records of State costs for previously performed work of a similar nature, such an estimate could provide a reliable basis of evaluating the reasonableness of the consultant fees.

5. We agree with our division recommendation that the statement "Preference will be given to firms which have maintained a permanent office in the State for the previous 5 years..." be deleted. While agreeing that knowledge of local conditions could be an important asset which should be taken into consideration in evaluating the qualifications of a consultant for a particular assignment, we do not consider such a preference based solely on location appropriate where Federal-aid funds are involved.

11. We are not in disagreement with the State's practice of dividing engineering projects into two or more distinct phases. We have held, however, that where these successive phases were included in a single engineering agreement, the contract must specify a maximum amount payable in order to comply with section 4a of PPM 40-6. Unless you advise us to the contrary, we do not intend to approve participation with Federal funds in any consulting engineering agreement which includes a description of engineering work to be performed not accompanied by a detailed estimate of cost of such work and sufficient documents to justify the reasonableness of the fee. It does not appear to be sound business to carefully negotiate and document the basis for arriving at a fee for only the reconnaissance engineering, and at the same time, at least by implication, place ourselves in a weak bargaining position for determining design fees covering the substantial bulk of the engineering with a firm already at work on the project.

(more)

12. We are not convinced as to the necessity for this paragraph providing for a letter of award prior to the execution of the agreement. We would suggest instead that the State initiate the necessary procedures to expedite the preparation of the formal agreement as soon as a meeting of the minds is reached in negotiating the contract. If the paragraph is retained we think it should be expanded to require that all terms of the agreement be in writing before a letter of award is issued.

The duty of the Board is stated in paragraph 2 as "to recommend...a consultant..." Paragraphs 9 and 10 seem to contemplate the Board as negotiating with him after he is selected. Does the Board further recommend to the Director that an agreement with certain terms be made, and is it the Director who signs the agreement? Clarification on this item is needed.

We will appreciate your assistance in the evaluation of these procedures that Washington proposes to use in the selection of consultants. In view of this State's publicly announced policy of greatly accelerating the use of consulting engineers, we feel that establishing a clear-cut policy at this time, as envisioned by the revised PPM 40-6, will be of consequential value.

Attachments

cc:
Washington Division

REG.DESIGN:HEHenry:mp 11-3-65

RECEIVED
JUN 13 1966

FOR FILING
I-205-7(11)
7725

Routing
Morgan
Decker
Bond

RECEIVED
DEC 1965
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1965

SUBJECT: Traffic Analysis
Oregon City Bridge
Interstate 205

To:
[illegible] Morgan
Construction Engineer
BUILDING

Attention: Adrian Olson

As requested, we have made a traffic analysis of the interchanges at the ends of the proposed Oregon City Bridge on I205. The plans analyzed are Plans A and B which are attached.

The design of the West Linn end will be the same for both plans. This design will be discussed separately.

In regard to the West Linn end, it is suggested that the ramp terminal intersection between the northbound off-ramp and "A" Street be redesigned to shove the frontage road connection to the south. The present design will result in a single complicated intersection which will present future operational problems.

At the interchange with the Oswego Highway, it will be necessary to signalize the southerly (and probably the northerly) ramp terminal intersection. Because of the complexity of movements, three-phase signals will be required. Sufficient capacity will be provided at these intersections, but considerable delay will be provided. Also, the two northbound off-ramps will present signing problems which will cause less than optimum operation. These ramps will have a 1986 ADT of 500 vehicles each. It is not believed that the added service to these drivers will offset the difficulties caused.

The estimated 1986 ADT on the ramps to and from the Oswego Highway is only 500 vehicles. It is not believed that the added convenience to so few drivers will offset the difficulties caused.

Plan A: - Ramps

This design provides a minimum of cross movements on McLoughlin Boulevard. Signals will be required at the northerly ramp-terminal intersection. These signals would be two-phase. Signals would not be necessary at the southerly intersection. To provide sufficient capacity at the northerly intersection, it would be necessary to widen McLoughlin Boulevard to six lanes.

NOTED
TOM EDWARDS

This design has the disadvantages of closely-spaced off-ramps with consequent signing problems. Some difficulty may be anticipated in the weaving movements on the bridge because of the grade and the relatively short weaving distances.

One point that should be considered is that vehicle east or northbound on the bridge could not reach the upper level of Oregon City via 14th Street and would have to use 10th or 12th Streets. The added travel distance would result in a lesser diversion of traffic from the present bridge.

Plan B: -Couplet-

This plan "cleans up" the bridge through providing greater weaving distances and fewer ramps. The four grade intersections provide sufficient capacity for anticipated volumes. All signals would be two-phase.

Some signing difficulties would be encountered, but these would be no worse than with Plan A. The main disadvantage with this plan is the creation of two signalized intersections with less than optimum spacing between the two legs of the McLoughlin Boulevard couplet. Fortunately, the pattern of traffic movement is such that the adverse effects of this are minimized.

Summary:

1. The northbound ramp-terminal intersection on "A" Street should be redesigned to provide two separate intersections rather than the one multi-legged intersection shown in the design.

2. Consideration should be given to the elimination of the northbound off and southbound on-ramps at the interchange with the Oswego Highway.

3. Of the two plans for the McLoughlin Boulevard Interchange, Plan B will provide for the better operation on the freeway and satisfactory operation on McLoughlin Boulevard. This plan is recommended.

F. B. Crandall
Traffic Engineer

VPJ:ji
Attachment

RECEIVED
MAY 12 1965
FOR FILING
I-205-1(16)298
7165

PHONE: 656-5266

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

NOTED
R. L. PORTER

May 11, 1965

State Highway Commission
Floyd Query, Secretary
Salem, Oregon

Gentlemen:

We hand you herewith this date two copies of Oregon City Resolution No. 65-12 passed by the Oregon City Commission as of May 11, 1965, along with two properly approved and executed copies of a throughway agreement pertaining to construction of the Oregon City-West Linn Bridge Section of the Oswego Highway, including the Oregon City interchange and its connections with Oregon City to Pacific Highway East and the Cascade Highway.

It is our understanding that these copies will be certified by the Highway Commission Secretary and a fully-executed copy of the agreement will be returned to the City of Oregon City for our files.

Very truly yours,

ALFRED SIMONSON
General Manager

AS:rl

Enc.

cc: Mr. R. L. Porter
Assistant State Highway Engineer

RECEIVED
MAY 1965
I-205-[illegible]
1165

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVER...ENT

Memorandum

Louise Young

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: May 4, 1965

In reply refer to: 08-35.3/711.12

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Federal-aid Primary System

Your letter of April 12 forwarded a request for addition of the West Linn-Oregon City Bridge Section to the Federal-aid Primary System of this State. In view of the fact that this route is within the urbanized area of Portland and therefore under Section 134, Title 23, U.S.C., this submission was forwarded to our Regional office for review.

The above Federal-aid legislation refers specifically to the programing of projects to be constructed with Federal-aid highway funds. It is noted that this facility is listed for construction in the December 1965 and later period. Inasmuch as this project will come under the provisions of the above legislation, the currently proposed system action should meet the same criteria.

Instructional Memorandum 50-2-65 (copy attached for your ready reference) regarding project approval in urban transportation planning areas specifies that new projects must be based on a planning process which has progressed through the transportation system analysis phase. Incorporation of the current proposal in the future test system of the Portland-Vancouver Metropolitan Transportation Study is necessary to insure that the facility is based on a continuing comprehensive transportation planning process.

In our opinion it appears that the proposed route should be reflected quite favorably in the transportation planning process. In order to permit prompt consideration of this facility upon its resubmission you are also requested to furnish a complete report on the location feasibility study conducted in this area under 1½% fund financing. This work was authorized as Project LFP 1.001, (West Linn-Oregon City) in our March 7, 1962 memorandum concerning location feasibility studies. The approval memorandum also formally advised that the location study should be incorporated in the transportation study which was underway in that area at that time.

It is further noted that logical system procedures would appear to identify the proposed extension as a portion of FAP 41 rather than a spur to FAP 3. Revision of the Primary system would also require some adjustment of the Federal-aid Secondary system in this area to maintain proper integration of this system.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig w/ attachs to Young
5-7-65

We would be most happy to reconsider this facility if resubmitted in accordance with the above comments.

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

25

F A file

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

April 28, 1965

INSTRUCTIONAL MEMORANDUM 50-2-65
38-36

SUBJECT: Urban Transportation Planning - Federal-aid Highway Program Approvals After July 1, 1965

This memorandum is issued to clarify procedures to be followed with respect to the approval of programs for projects in urban areas of over 50,000 population after July 1, 1965.

A good many of the urban areas over 50,000 population will be able to comply fully with the planning requirement of the Federal-Aid Highway Act of 1962. In practically all of the others the planning process will be in varying stages, and, in many, some projects can be approved even though the planning process will not have progressed through the transportation system analysis phase. The following instructions are intended to assure uniformity in our administration of the law.

A. Urban areas over 50,000 population in which the planning process is being carried on in accordance with the procedures outlined in Instructional Memorandums 50-2-63 and 50-2-63(1) and the work has progressed through the transportation system analysis phase.

Program actions shall be in accordance with PPM 21-1 as amended, provided:

1. The division engineer shall assure himself that the planning work is in fact being carried on cooperatively. A written memorandum of understanding, or similar document, between the State and the local communities (or evidence that the State has diligently attempted to obtain such an agreement) is required to support this finding.

2. The division engineer shall determine from support data provided by the planning process that:

- more -

a. The proposed project is on a route that is or will become a part of a highway network compatible with anticipated programs for improvement of other forms of transportation. (Such route must, of course, be included in one of the Federal-aid highway systems.)

b. In the location and design of the project due consideration has been given to anticipated land uses in the area affected.

c. The design of the facility is based on acceptable traffic estimates in which consideration has been given to future land uses and the probable usage of other forms of transportation.

d. Provisions can be made for traffic to approach and leave the facility in a manner that will permit the project to operate efficiently.

e. Additional terminal facilities needed to insure that the improvement will be effective can be provided in the areas affected without conflict with anticipated land uses.

In those instances in which the planning process has progressed through the transportation system analysis phase and is in a continuing state the division engineer shall assure himself that the data on which the above determinations are made are currently valid.

B. Urbanized areas over 50,000 population for which the planning process has not advanced through the transportation system analysis phase.

1. No new projects, except planning projects, spot improvement projects, and preliminary engineering projects involving the investigation of alternative route locations shall be approved by the division engineer until such time as the planning process has advanced through the transportation system analysis phase. New projects are defined as projects on which no Federal-aid funds have been obligated (between the project termini), and includes replacement and resurfacing projects.

2. Projects providing for the completion of construction, as defined in PPM 21-12, of sections for which some phase of construction has been previously authorized may be approved by the division engineer. The termini for such projects must, however, be the same as for the previous authorization.

- more -

3. Construction, as defined in PPM 21-12, may be authorized by the division engineer on projects for which a substantial portion of the right-of-way has been acquired, with or without Federal funds, provided he has previously approved the detailed location and preliminary design and provided there is evidence of the acceptance of the location and design by the governing bodies of all of the affected jurisdictions.

4. Authorization to acquire right-of-way in itself is not considered as necessarily committing us to the completion of a project. Between now and July 1, 1965, authorizations to acquire right-of-way should be issued by the division engineer only with written evidence that the location and design are acceptable to the governing bodies of all of the affected jurisdictions. Authorizations to acquire right-of-way previously issued under which acquisition has not proceeded promptly, should be scrutinized and withdrawn if evidence of acceptability as specified above is lacking.

5. All projects in proposed programs which do not clearly qualify under (1), (2), and (3) above but for which, in the opinion of the division engineer, available planning data provide adequate support, shall be submitted to the Washington office for review. Each such submission shall be accompanied by documentation as necessary to permit a judgment concerning the following determinants:

   a. Acceptance of the project by the governing bodies of the local jurisdictions affected.

   b. Relation of the project to anticipated transit improvement programs.

   c. Compatibility of the project, as regards both location and design, to the anticipated land uses in the area affected.

   d. Adequacy of the traffic estimating procedure and the extent of the network to which assignments were made.

   e. Compatibility of any additional terminal facilities (needed to insure that the improvement will be effective) with anticipated land uses in the area affected, when applicable.

Projects which in the opinion of the division engineer cannot be supported by the available planning data should not be submitted or approved.

F C Turner

F. C. Turner
Chief Engineer

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FOR FILING

I-205-7(10) 998

7165

Cross Referenced To:
[illegible]
Petition
Clackamas

April 16, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply to Mr. Glenn E. Jack of Oregon City relative to the location for the proposed Oregon City-West Linn Bridge.

While this is a controversial issue, I do not believe anything could be solved by following Mr. Jack's suggestion of additional public hearings. The Highway Department has proposed the best plan that it can develop which will provide the highest traffic benefit. The scheme has been recommended to the local governing body as the best that can be formulated but no pressure has been attempted to suggest that the Department's proposal must be adopted.

Mr. Jack has suggested on an occasion or two that the bridge should be located above the falls where it would not involve residential property. While it is, of course, possible to construct a bridge in such a location, it would offer little assistance to the traffic congestion in the community and would be extremely difficult to warrant, financially.

My only thought is that if the city governments wish the structure, the Commission is ready to proceed. If they do not wish the project, I am certain that the Commission can find many places where this money can relieve critical conditions. I believe the matter should be handled through the City Councils of Oregon City and West Linn.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mc
att.
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Suggested Reply for the Governor's Consideration
April 16, 1965

Mr. Glenn R. Jack
Jack, Goodwin & Anicker
Suite 200 Smith Building
Oregon City, Oregon

Dear Mr. Jack:

I have your April 6 letter with the accompanying petitions opposing the proposed location of the West Linn-Oregon City Bridge.

A check with the Highway Department indicates that a formal public hearing was held on October 8, 1964, so anyone who desired could speak for or in opposition to the proposal. The Highway Department's record further indicates that informational hearings were held on October 5, 6, and 7, at which time Highway Department personnel were in attendance to explain features of the proposal and offer information to all interested parties. Notice of the hearings appeared in the following newspapers: The Portland Oregonian; The Oregon Journal; The Portland Reporter; The Lake Oswego Review; The Milwaukie Review; and The Oregon City Enterprise-Courier.

I find that following the public hearing an adjustment was made, at the request of the City of West Linn, in the site of the connection of the proposed project with the Oswego Highway. It was the City's feeling that this adjustment provided a less objectionable street pattern than the original plan. I understand that the City Council of West

Linn has approved the project, as have the City of Oregon City and Clackamas County. I believe you understand that the Highway Commission in developing plans for proposed construction must, of necessity, deal with the official governing bodies of the areas involved. The Commission must also assume that the action of a city council or county commission is an expression of local desires.

I can only suggest that the petitioners discuss the problem with the City Council of West Linn; you may be sure that your Highway Commission will cooperate with the City's wishes and will construct no plan that does not have the concurrence and approval of the City Council.

The Highway Commission indicates that an unusually difficult problem exists in attempting to locate a bridge in the West Linn-Oregon City area. The undertaking will be expensive and unless an over-all plan is devised that will best handle traffic, much of the expense of the project could not be warranted. It is regrettable that the proposed location is unacceptable to some people. However, your Highway Commission has acted in good faith, has held the required public hearings, and has not in any way attempted to pressure the local governing bodies into accepting something that they feel is not best for their local communities.

Highway Department personnel will provide any available information and data to interested parties at any time.

RLP:ms

JACK, GOODWIN & ANICKER
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON

GLENN R. JACK
JAMES O. GOODWIN
JOHN C. ANICKER, JR.
ALAN R. JACK

TELEPHONE
OLIVE 6-1461

April 6, 1965

Hiway

The Honorable Mark O. Hatfield
Governor of the State of Oregon
Salem, Oregon.

Dear Governor:

Many of the people of West Linn are very opposed to the proposed location of the bridge between West Linn and Oregon City. The westerly terminus comes out between the high school and grade school and from all that I can personally determine through talking to the highway engineers it takes out more private homes than any other route that was considered. It does seem to me that if they would hold some hearings and be frank with the people there would be a better public feeling than now exists.

copy of letter
Cooper

At the request of many of these people I am enclosing a petition with many names of very fine citizens in West Linn.

Very truly yours,

Glenn R. Jack

GRJ:ew

APR - 9 1965

PETITION

TO: The Honorable Mark O. Hatfield
Governor of the State of Oregon

and

TO: State Highway Commission
Salem, Oregon

The undersigned residents of West Linn, Oregon, respectfully petition you for further consideration of the site of the Oregon City-West Linn bridge, which site was approved by the City Council of West Linn recently. In making this petition, we respectfully call your attention to the following facts:

1. The Highway Commission's engineers have never at any time fully discussed, or reported to the citizens of West Linn, upon any alternate site.

2. The route finally selected takes out more residential property than any other route considered by the consultant engineers representing the City of West Linn.

3. The West Linn terminus of the proposed 4-lane bridge empties the traffic in the vicinity of the high school and grade school and between the two institutions and has made no provision for protection of the children going to and from school.

4. The proposed site does a great amount of damage to one of the shopping centers in West Linn and appears to favor the shopping center in Oregon City.

5. The other routes for the location of said bridge are more advantageous, but the only reason given the people is that, "The Highway Commission will not build the bridge in that location".

6. The undersigned further feel that the public of West Linn are entitled to have the benefit of a complete discussion of all routes as to traffic advantages, traffic safety, expense, and the damages to property.

For these reasons, we respectfully request the Highway Commission to give further consideration to the location of any bridge to be constructed and authorize its employees to give the public of West Linn, full advantage of all information available.

NAME	ADDRESS
M. A. Willson	5776 N.W. Portland Ave
Paul M. Sturges	5796-N.W. Portland ave.
Louise Sturges	5796 N.W. Portland ave
Ralph Williams	1592 Lewis St.
[illegible] C. Williams	[illegible] N.E. Lewis St.
David R. Kline	5806 N.W. Portland Av.
Anna L. Kline	5806 N.W. Portland Ave.
Ben Schuld	5880-N.W. Portland Ave - W.L.

PETITION

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APR 22 1965

FOR FILING
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PORTLAND TRACTION COMPANY

2525 N. Larrabee Avenue
Portland, Oregon 97227

APRIL 12, 1965

File Ref. D 315 - 2 - 126

Mr. L. W. Rulien,
Division Engineer
Oregon State Highway Department
P. O. Box 4727
Portland, Oregon 97202

Atten: Mr. C. T. Keasey,
Asst. Division Engineer

Dear Sir:

Reference is made to statement made on behalf of the Portland Traction Company at public hearing held on OCTOBER 8, 1965 in West Linn, relative to proposed location and construction of a bridge across Willamette River between West Linn and Oregon City in Clackamas County.

In line with conversation of April 6, the possibility of a connection between the Portland Traction and Southern Pacific Companies' tracks in vicinity of the Oregon City approaches to the proposed bridge, is remote and the connection is no longer being considered by Portland Traction Company. With respect to your inquiry concerning the possibility of eliminating one of the two PTC tracks in the area, this is being handled with Railroad's Management and it is expected that we will be able to advise you shortly of the Railroad's decision and requirements in order that the State may proceed with its design.

Yours very truly,

W. G. Johnson,
General Manager

cc:
Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

F B KLABOE
FD MORGAN

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OFFICE OF
STATE HIGHWAY ENGINEER

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APR 12 1965

FOR FILING

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 12, 1965

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

In order to more expeditiously handle traffic wishing to interchange from the Oswego Highway, FAP (3), with traffic on Rte. (US 99E), FAP 26, and the Cascade Highway, FAP 41, we propose building an additional bridge across the Willamette River at Oregon City. In order to accomplish this, the Oregon State Highway Department requests an addition to the Federal-Aid Primary System. The requested addition would be in the form of a spur to the Oswego Highway, FAP 3, running from a junction of FAP Rte. 26 with FAP Rte. 41 northerly of the confluence of Abernathy Creek with the Willamette River in Oregon City, thence westerly to existing FAP Rte. 3 in West Linn.

The addition of this spur, if adopted, will provide for relief of traffic congestion on the existing facility and materially reduce traffic congestion in the city center.

The over-all length of the proposed connection is 0.83 mile, all of which is within the urban limits.

The estimated volume of traffic using this facility for the year 1985 is 11,600 ADT.

Your favorable and expeditious action on this request will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. R. L. Porter ✓
Mr. Fred Klaboe
Mr. F. D. Morgan
Mr. F. B. Crandall
Mr. H. S. Cox
Mr. Jim Owens
Mr. R. N. Chase

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APR 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

I-205-[illegible]

7165

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letters transmitted to us on March 16, 17, and 18, 1965, embracing the following proposed location survey prospectuses.

Columbia River Highway - Fulton Canyon Section, Sherman County.
Chemawa-Salem Section, Interstate 305, Marion County.
West Linn-Oregon City Bridge Section, Oswego Highway, Clackamas County.

There will be no conflicts with wildlife resources on the first two projects. On the Oswego Highway project, fish passage must be provided at the Abernathy Creek crossing.

We appreciate the opportunity to provide comments on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)

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APR 2 - 1965

FORM E-30X 50M 7-64 SP*6230-734

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 30, 1965

To: Memo to the File

SUBJECT: Crown Zellerbach Request for Rezoning Property Required for Oregon City-West Linn Bridge

In accordance with a request from Mr. Lloyd P. Shaw, I have discussed the rezoning request recently made by Crown Zellerbach for property just west of 99E, a portion of which will be needed for the Oregon City-West Linn Bridge. Mr. Scott submitted the attached memo and has recommended that we (1) acquire the property necessary for our needs or (2) request that this property be excluded from the proposed zone change.

The defining of the limits of our needed right of way for this property is dependent on working out proper access to the property which has been used mainly by logging trucks. In accordance with a telephone conversation this date with Mr. Lloyd Shaw, I have requested Mr. Robert Ewen to proceed immediately with a study of the access problem to this property, indicating a deadline of April 30 for completion of this study and recommendations.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: Lloyd P. Shaw ✓
F. D. Morgan
R. T. Ewen

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OFFICE OF
STATE HIGHWAY ENGINEER

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F. B. KLABOE

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MAR 29 1965

FOR FILING

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Salem, Oregon
March 24, 1965

Oregon City-West Linn Bridge
Crown Zellerbach Request
for Rezoning

Mr. G. E. Rohde
Chief Counsel

The attached copy of a file beginning with Crown Zellerbach's communication to us stating its request for change of zoning on property lying between the Willamette River and US99E near the northerly limits of Oregon City, will bring you up to date in regard to a complaint Crown made in regard to our handling of the zone matter.

Under date of March 23, I have written a reply that should be the last communication in this series which I wish you would examine in light of the preceding correspondence.

I have not determined whether or not Crown, out of the goodness of its heart, did advise us of its pending action or if it was required by City regulations to do so.

If you find the March 23 letter which I have signed would be satisfactory, will you please release it and place it in the mail.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

Copy of file to Rohde
3-29-65

March 23, 1965

Mr. W. W. Locke, Manager
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Dear Mr. Locke:

Reference is made to your letter of March 17 in regard to handling of the rezoning request on the site of the proposed Oregon City-West Linn Bridge.

While you feel we are acting in an unusual and perhaps unorthodox manner in requesting delay of rezoning, this is a rather standard procedure in matters of this sort. We are advised in nearly all cases by Planning Commissions or City officials of the rezoning requests which come to them and are requested to comment in their regard. We seldom, if ever, make appearance at the meeting nor do we request any special action by the cities unless there is obvious conflict with a project which has progressed to the point that its establishment is a virtual certainty.

I am sure the Oregon City Council will take whatever action it feels proper in regard to your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

March 17, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Department Engineer
Salem, Oregon 97310

Re: East Interchange
West Linn-Oregon City Bridge

Dear Mr. Shaw:

We have your letter of March 11, 1965 in regard to this matter.

We can fully understand your interest in trying to avoid physical improvements to property required for public use. However, Crown Zellerbach Corporation is not in the practice of doing this. This should be evident from the fact that we voluntarily notified your Department of this application for rezoning.

We feel that we have the right to have our property, wherever located, zoned according to its highest and best use and we have only petitioned to have the property zoned in accordance with its present use which has been in effect for a good many years. This is the basis on which real property of this type is assessed and taxed. If such rezoning should result in the property's having a higher fair market value, we feel it is immaterial that it may be needed for public use. I believe that you would agree that the owner of required property should be compensated for its full usable value.

We were also disappointed in the fact that the request for postponement was received only one day before the actual hearing on our application to the City for rezoning. We feel that this matter could have best been handled by your appearing at the hearing and making your views known, and requesting a continuation, if necessary. Apparently the part of our property to be taken was known with reasonable accuracy before the meeting.

It is not our intention to enter into negotiations for this property until a decision has been reached by the City on our application for rezoning. We also do not feel that the bridge should have any bearing on the decision of the Council in this matter.

We are taking the liberty of forwarding a copy of

NOTED
LLOYD P. SHAW

your letter to the Oregon City Council as we feel they should be kept advised of matters pertaining to this property.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By WW. Locke
Manager
Land & Tax Department-Northwest

WWLocke/H

cc Oregon City Council
City Hall
Oregon City, Oregon

cc Oregon City Planning Commission
City Hall
Oregon City, Oregon

RECEIVED
MAR 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 31 1965

FOR FILING

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I-205-7(16)298

7105

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
MAR 2 1965

March 23, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed location survey prospectuses, transmitted to us by your letters of March 16, 17 and 18, 1965 respectively, have been reviewed:

Columbia River Highway - Fulton Canyon Section, Fulton Canyon-Wasco Highway, Sherman County.

Chemawa - Salem Section, Interstate 305, Marion County.

West Linn - Oregon City Bridge Section, Oswego Highway, Clackamas County.

There are no anadromous fish in the reach of streams involved in the Fulton Canyon and Interstate 305 proposals thus the projects have our approval.

Anadromous fish utilize both the Willamette River and Abernathy Creek in the vicinity of the proposed Oregon City Bridge area thus fish passage must be provided.

Your bringing these matters to our attention is appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

LLOYD P. SHAW

RECEIVED
MAR 24 1965

RECEIVED
MAR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. Koski, Oregon Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
A. E. Johnson (2)
J. F. Putnam (2)

3-17-65

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MAR 22 1965

FOR

I-205-7(10)278

7105

Prefix No. 3-1420

LOCATION PROSPECTUS
WEST LINN-OREGON CITY BRIDGE SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

HIGHWAY: Oswego, State Primary No. 3, Federal-aid Primary No. 3.

TERMINI: The westerly terminus is located at the intersection of the Oswego Highway (M.P. 10.41) and Webb Street in the city of West Linn. The easterly terminus is located approximately 2,300 feet east of Highway 99E (M.P. 11.83) and at Station 687 of the proposed Clackamas Highway.

LENGTH: The approximate overall length is 1.35 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the grading, paving and structures on new alignment and new crossing of the Willamette River. The general route will extend easterly from the intersection of Webb Street and the Oswego Highway to a point crossing over Highway 99E approximately at the intersection of 18th Street in the city of Oregon City. A reconnaissance survey and preparation of aerial maps have been made. Soils investigations will be made with special attention to cut and fill slopes. Normal drainage studies will be required at the west and east interchange areas. An economic analysis has not yet been made. Most of this project is located within the city limits of West Linn and the city limits of Oregon City.

CHARACTERISTICS: The estimated existing ADT is 5,000 and the 20-year projected ADT crossing the proposed bridge is 11,600. Estimated rise and fall is approximately 150 feet and there is approximately 160 degrees of central angle in the main line.

STANDARDS: The present and future development of this area warrants a Class "A(4)" highway. Maximum grade of 5 per cent and a maximum curvature of 5 degrees excepting interchanges.

TYPICAL SECTION: Two 24-foot travel ways with 10-foot shoulders separated by a 10-foot median will be utilized on the graded portions west of the proposed Willamette River structure. On the east end of the structure the typical section will be the same and at the extreme easterly end of the project the typical section will be widened to a 16-foot median to match that of the proposed Clackamas Highway.

BRIDGES: There are four structures anticipated for this project, the largest of which is the Pacific Highway East and Willamette River crossing which is tentatively proposed to be approximately 1,700 feet in length and 64 feet curb to curb width. The other three structures are as follows:

COOPER

undercrossing on the existing Oswego Highway, overcrossing of Main Street Extension in Oregon, and an overcrossing of a proposed Portland Traction Company railroad revision.

ACCESS: This will be a freeway type facility utilizing grade separations and interchanges at the westerly and easterly highway junction.

BASE DESIGN: The tentative design for construction is:

Paving	1-1/2" A.C. Final 3-1/2" A.C. Immediate
Top Course Base	2 " Leveling
Bottom Course Base	16 " Coarse Base
Total Depth	23 "

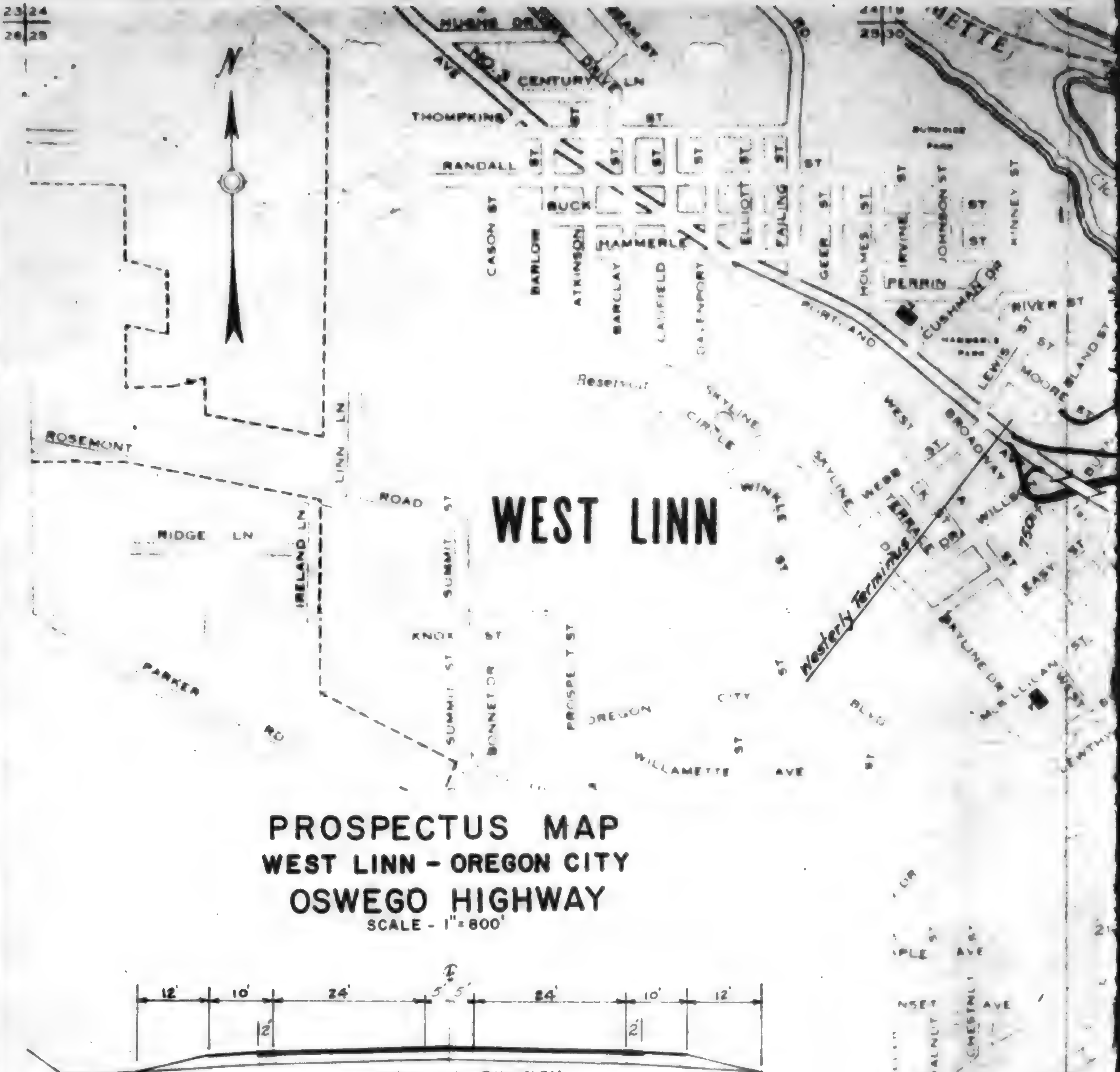
MATERIALS SOURCE: Existing commercial sources.

AGREEMENTS: Special agreements will be needed with the City of West Linn, City of Oregon City, Clackamas County, Southern Pacific Railroad, Portland Traction Company and U. S. Corps of Engineers.

STATE PARKS OR ROADSIDE REST AREAS: None affected.

March 18, 1965
Attachment
cc: Forrest Cooper
L . P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

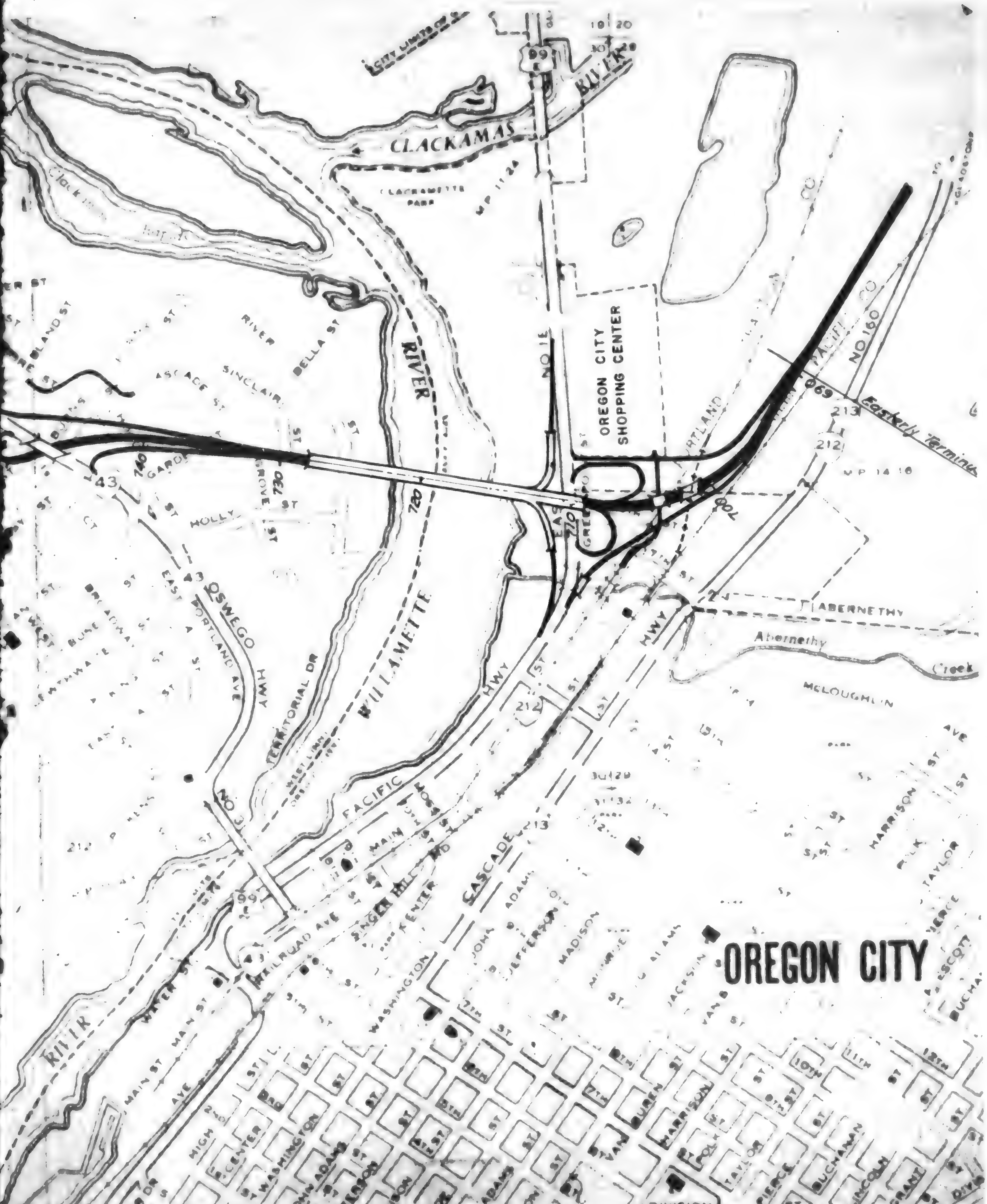
RECEIVED
MAR 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
WEST LINN - OREGON CITY
OSWEGO HIGHWAY
SCALE - 1" = 800'

TYPICAL SECTION

TYPICAL SECTION CASCADE HIGHWAY


CLACKAMAS
RIVER
CLACKAMETTE PARK
OREGON CITY SHOPPING CENTER
WILLAMETTE
RIVER
PACIFIC
NO 160
Easterly Terminus
ABERNETHY
Abernethy
Creek
MCLOUGHLIN
OSWEGO
HWY
EAST PORTLAND AVE
TERRITORIAL DR
FACIFIC
HWY
CASCADE
MAIN
SINGER HILL RD
RAILROAD AVE
WATER ST
MAIN ST
HIGH
CENTER
WASHINGTON
JOHN ADAMS
JEFFERSON
MADISON
MONROE
ADAMS
VAN BUREN
HARRISON
POLK
TAYLOR
PIERCE
BUCHANAN
LINCOLN
GRANT
DIVISION
HOLLY
SINCLAIR
BELLA ST
OREGON CITY
99
43
212
213
720
730
740
700
710

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MAR 12 1965
FOR FILING
I-205-7(u)278

7105

March 11, 1965

Mr. W. W. Locke, Manager
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Re: East Interchange
West Linn-Oregon City
Bridge Section
Cascade Highway

Dear Mr. Locke:

This is in reply to your letter of February 25 regarding a zone change at the east end of the proposed West Linn-Oregon City bridge.

We regret you were displeased with our actions regarding the 90-day delay on the zone change for property owned by Crown Zellerbach lying in the possible path of the proposed West Linn-Oregon City bridge. It has been our practice, in cases such as this where right-of-way purchases are imminent, to request a delay in zone changes to minimize expenditure of both private and public funds.

Enclosed is a map showing approximately what right of way may be needed in your area. To permit such an area to be developed into more costly land use through a zone change would be gross negligence on our part.

Again, we are sorry you find it necessary to object to a standard Highway procedure for the safeguarding of public funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan

DNS:jp: ajw

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204
February 25, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Gentlemen:

Reference is made to your letter of February 19, 1965 to the Oregon City Planning Commission regarding the proposed zone change on certain property owned by our Corporation, a copy of which letter was directed to us.

The position the Highway Department is apparently taking in this matter appears rather odd to us. This zone change was sought in order that the zoning would be compatible with present use, which use, incidentally, has been in effect for a good many years. We attended the Planning Commission meeting in Oregon City last Tuesday night at which time the Commission delayed action for 90 days in accordance with your request. We were disappointed that you were not represented so that your position could be explained and, also, that you might hear our reasons for requesting the change.

It is our intention to pursue this proposed zone change to its conclusion before entering into negotiations with the Highway Department on this property.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By
Manager
Land & Tax Department-Northwest

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[illegible]
OREGON
STATE HIGHWAY COMMISSION

WWLocke:a

cc Oregon City Planning Commission
City Hall
Oregon City, Oregon

RECEIVED
FEB 23 1965

FOR FILING
Const
Bridges
Gen
Ore. City

February 19, 1965

Oregon City Planning Commission
City Hall
Oregon City, Oregon

Re: East Interchange
West Linn-Oregon City
Bridge Section
Cascade Highway

Gentlemen:

Your notice of a hearing for a zone change of property owned by the Crown Zellerbach Corporation in the vicinity of the subject interchange was forwarded to us by Mr. Paul R. Vergets of Crown Zellerbach Corporation.

If our proposed location of the West Linn-Oregon City Bridge remains as presently planned, a portion of the aforementioned property will be required. Since at this time no approved location exists, we would very much like a 90-day extension before action on the zone change is taken. Possibly by that time our plans can be firmed up and our right-of-way needs through the property established.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Paul R. Vergets
Forrest Cooper
R. L. Porter
F. D. Morgan

DNS:jp: ajw

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

February 2, 1965

Phone No.
227-6481

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Shaw

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

Enclosed for your reference is a copy of Notice of Hearing of Crown Zellerbach Corporation's Petition to rezone certain property in Oregon City to light industrial.

The property affected is upon the site of the proposed new bridge between West Linn and Oregon City.

If you have any interest in these proceedings, you might want to attend the hearing at the time and place stated in the enclosed notice. Please call me at the above number if you desire additional information.

[illegible]

Very truly yours,

CROWN ZELLERBACH CORPORATION

Paul Vergets

Paul R. Vergets
Land & Tax Department

PRV:a
Encl.

CONSTRUCTION DIVISION
RECEIVED
FEB 5 1965
NOTED ☐ CE ☐ ACE ☐ ACE ☐ CCE

NOTED
LLOYD P. SHAW

RECEIVED
FEB - 3 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

NOTICE OF HEARING

NOTICE IS HEREBY GIVEN, that a request has been made by Crown Zellerbach Corporation to the City Commission and by it referred to the Oregon City Planning Commission, to change:

> A fraction of lot 1, block 14, Oregon City and adjacent lands described as: Beginning at the intersection of the westerly line of Main Street with the easterly line of Super Hwy 99E., said point being 33 feet southerly from the most easterly corner of said block 14; thence northerly along said westerly line, and the westerly Portland Traction Company right of way line, 300 feet, more or less to the south line of Green Point; thence westerly along said south line 200 feet, more or less to the easterly line of Super Highway 99E; thence southerly 350 feet, more or less to the place of beginning.
>
> ALSO: Portions of block 43 and 44, Oregon City and adjacent lands described as: beginning at the most southerly corner of lot 2, Block 43; thence northerly along the westerly lines of Super Highway 99E, 800 feet, more or less to the easterly line of Crown Zellerbach Corporation lands described in book 142, page 46, and book 358, page 61, Clackamas County Deed Records; thence northerly along the easterly lines of last said corporation lands 480 feet, more or less to the northwest corner of lot 1, block 7, Green Point; thence westerly along the north line of the George Abernethy D.L.C. 328 feet to the right bank of the Willamette River; thence southerly along said right bank 1000 feet, more or less, to the westerly extension of the south line of lot 2, block 43, Oregon City; thence easterly to the place of beginning.
>
> ALSO: Beginning at the southeast corner of a tract of land conveyed to Crown Zellerbach Corporation by deed recorded in Book 358, page 61, Clackamas County Deed Records; thence northerly along the westerly line of Super Highway 99E 535.91 feet to the Oregon City Disposal Plant site; thence N. 85° 17' W. 270 feet; thence N. 3" 49' W. 270 feet; thence N. 85° 17' W. 571 feet to the meander line of the right bank of the Willamette River; thence S. 26° 04' E. 912.2 feet to the south line of said corporation's tract; thence S. 84° 27' E. 490.76 feet to the place of beginning.

which is now zoned variously as R-1, R-2, R-4, C-1 and M-1 Districts all to M-1 District.

NOTICE IS HEREBY GIVEN, that a public hearing will be held upon the above request by the Oregon City Planning Commission at the City Hall, 7th and John Adams Streets, Oregon City, Oregon, at 8:00 P.M. on Tuesday, the 23rd day of February, 1965, at which time and place any persons interested may appear and show cause, if any there be, why the Oregon City Planning Commission should or should not approve said request.

Dated and first published Thursday, February 4, 1965.

GLENN D. PARROTT, Secretary
Oregon City Planning Commission

XERO COPY XERO COPY XERO COPY

RECEIVED
MAR 1 - 1965
FOR FILING

CITY OF WEST LINN
WEST LINN, OREGON

OFFICE OF
CITY RECORDER

I-205-7(18)378
7105

February 26, 1965

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

[illegible] 3-1-65

NOTED
FLOYD QUERY

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

It is my pleasure to inform you that the City Council of West Linn held an adjourned regular meeting at 8:00 P.M., February 24, 1965, and adopted a resolution approving the plans for the location and construction of a new bridge between West Linn and Oregon City. The plans which were approved are those which we have identified as Plan No. 2 which was received from your office on January 26, 1965, and defines the new bridge and approaches as commencing at a point at 18th Street in Oregon City to a point in West Linn at the intersection of Burns Street and Portland Avenue.

Porter:

We are enclosing, herewith, two copies of the resolution which was adopted by the City Council. Also enclosed is a copy of a letter from John W. Cunningham and Associates which outlines the results of their investigations of all possible routes for the bridge.

Yours very truly,

Andy Harila
ANDY HARILA
City Recorder

AH:lt
Enc. 2

RECEIVED

RESOLUTION NO. 2-65

WHEREAS, plans for the location of a new bridge across the Willamette River between West Linn and Oregon City, along with plans for the location of bridge approaches and connections to Portland Avenue have been prepared by the Oregon State Highway Department and submitted to the City Council of West Linn for consideration, and,

WHEREAS, the City Council has held public hearings to consider the plans and have considered the same,

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of West Linn, Clackamas County, Oregon approve the plans for the location of the new bridge as set forth on the Oregon State Highway Department Plan No. 2, dated January 26, 1965, and do further approve the plans for the location of bridge approaches and connections to Portland Avenue, subject to reasonable modifications.

Adopted by the West Linn City Council this 24th day of February, 1965.

Erwin F. Lange
Mayor

ATTEST:

Recorder

H. S. BURDIN, Jr.
F. S. ZEIDLHACK

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON, IDAHO, CALIFORNIA

PHONE: CAPITOL 8-4765
714 OREGON BANK BLDG.
PORTLAND 4, OREGON

FILE

MR. PORTER

February 24, 1965

Honorable Mayor and City Council
West Linn,
Oregon

Gentlemen:

In compliance with your request made during the Council meeting of February 10, 1965, we have examined the alternate locations of the West Linn-Oregon City Bridge and have satisfied ourselves that the route last proposed, from 18th Street in Oregon City to Burns Street in West Linn, will provide the greatest benefit to the majority of the residents of both cities. This study of the alternate routes included a reconnaissance, on foot, of the proposed bridge and approach centerlines, inspection and discussion of proposed right of way limits with a representative of the Highway Department and comparison of ramp and interchange limitations, using overlays made to scale and placed on aerial photographs.

In making this recommendation, we have given first consideration to the importance of moving traffic between the two cities freely and without the traffic tie-up which now occurs daily. Second consideration has been the choosing of a location which will permit the growth of West Linn, including the development of Easy, McKillican and East "A" Streets and a future, more easily negotiated connection between Willamette Falls Drive and Portland Ave. Of third importance, we considered the avoidance of excessivly dangerous intersections between bridge approach lanes and City streets. Finally, we have given thought to the impact of the project upon those residents who will be displaced or will find themselves living in close proximity to the bridge and its approaches. We have assigned little weight to cost, since, in the long run, we feel that cost must be secondary to the factors above.

Aside from the 18th Street to Burns Street location, the Highway Department has studied some five or six other locations. Neglecting height and other factors, these locations are roughly as follows:

(1) From 6th Street in Oregon City, crossing south of the City Hall, to align roughly with West "A" Street.

(2) From 8th Street in Oregon City, paralleling the existing bridge so that each would be "one way traffic".

(3) From 10th Street to the vicinity of the Rocket Tavern.

(4) From 12th Street to, or just north of, the Enco Station.

(5) From 14th Street in Oregon City, crossing the south end of River Street, then turning west to meet Portland Ave.

(6) From 18th Street in Oregon City, crossing on a long diagonal to a point north of the Enco Station.

At each end of the bridge a partial "clover leaf" approach structure is required to avoid stop signs. The minimum radius of curves in such a structure is 100 to 120 feet for a speed of 20 miles per hour. Maximum grade is 6 feet vertical per 100 feet horizontal, or a total of 333 feet is needed to climb the 20 feet necessary for overpass clearance. Abrupt changes from tangent to curve cannot be negotiated safely by traffic so that additional distance is required to make such changes gradually. These factors make it impractical to crowd the Oregon City end of the bridge into the space between Highway 99 and Main Street or between Main Street and the Southern Pacific tracks. Locations (1) through (5) encounter this difficulty.

Main Street in Oregon City is already heavily traveled and its use as principal approach to the bridge could bring about serious traffic problems, particularly for that portion of the flow to and from the 82nd Ave. extension and Gladstone. Again, routes (1) through (5) are subject to this criticism.

On the West Linn side, routes (1) and (2) would concentrate more traffic in the vicinity of the City Hall and would undoubtedly aggravate present traffic problems. Routes ending between the present bridge and the Enco Station would require demolition of recently constructed buildings west of Portland Ave. and excavations in rock beneath Portland Ave. and probably extending to the area now occupied by large apartment buildings. Approach ramps from these locations toward the City Hall would leave inadequate distance for traffic which would be changing lanes in order to go to Willamette or to the mill.

The long diagonal route (6) from 18th Street to the north of the Enco Station cannot be seriously considered because of the hindrance to navigation which would result from the many piers in the river and its excessively high cost as compared to any alternate.

The Highway Department, we understand, gave most serious consideration to alternate route (3) from 10th Street to the Rocket Tavern or further north to a point downstream from the Enco Station. An attempt was made to form a connection from the bridge to the upper level of Oregon City as well as to the business district and heavily traveled routes to the north. An acceptable solution could not be reached because of space limitations and the considerations previously mentioned. At the West Linn end, the same objections exist as for routes (1) and (2). It was decided to move the West Linn terminus further north, particularly since traffic counts and forecasts indicate that three-fifths of the bridge traffic will approach from that direction.

West Linn approach locations in the vicinity of Holly Street, Garden Street and Holowell Street were studied and that at Garden Street, for a bridge leading to 18th Street in Oregon City, was finally proposed by the Highway Department. These locations required the closing of East "A" Street and McKillican Street, both of which are necessary to those living above the highway or in Willamette as well as to traffic to the High School. At the request of the City Council, additional study by the Highway Department was given to swinging the approach north to the vicinity of Burns Street while leaving the river crossing location undisturbed. Although objectionable to those who will be displaced, the Burns Street approach location seems to satisfy best all of the considerations involved. It will provide relatively unrestricted flow of traffic; it will permit growth of the forming West Linn business area and will allow future improvement of East "A" and McKillican Streets; it will cause a minimum of dangerous intersections and it will cause little more disruption of private property and removal of taxable valuation than would alternate routes.

It is our considered opinion that the State Highway Department has been diligent in their study of alternate locations and has properly chosen the route which promises the greatest benefit, that is, from 18th Street in Oregon City to Burns Street in West Linn.

Yours very truly,

John W. Cunningham & Associates

By____________________________
H. S. Burdin

HSB:ms

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FEB 23 1965
FOR FILING

I-205-T(10)278

7105

MEMO TO FILES, 2/19/65

WEST LINN-OREGON CITY BRIDGE
CITY OF OREGON CITY
CITY OF WEST LINN

As per previous memos of 1/28/65 and 2/11/65, this office was to prepare a bring-up memo regarding subject bridge.

On February 11, 1965, I met with Oregon City Council at the request of Mr. R. L. Porter and presented the plan for the Oregon City Interchange. This plan was incomplete however, and they approved it with the stipulation that we study or revise said plan to provide access southbound on 99E for 82nd Avenue traffic and provide for Shopping Center traffic to enter southbound on 99E.

On February 16, 1965, Mr. Leonard Strobel, City Superintendent of Gladstone, called to discuss these same matters, particularly the 82nd to 99E movement.

On February 17, 1965, I met with Mr. Strobel regarding this matter and left a copy of our design with him. He approved the design as shown.

I met with the Oregon City Council, City Manager, Recorder, Chamber of Commerce, Portland General Electric, and others regarding the revised plan as discussed on February 11, 1965. They were very pleased with our revision and unanimously approved. A copy was left with Mr. Simonson, City Manager.

At 3 p.m. on February 17, 1965, I met with West Linn City Administrator George Haller and City Consulting Engineers Kennedy and Burden. We discussed the West Linn Interchange and then made a field inspection of the proposed project regarding alignment, cut-fill, slopes, structures, property damage, etc.

At 6:30 p.m. a dinner meeting was held with the City Council to further discuss the plan. The question arose of the feasibility and justification of constructing the structure between 14th Street in Oregon City and the Enco Service Station in West Linn which would fall on a horizontal curve on Highway 43 near the West Linn Shopping Center. I told them that a facility on this location could possibly cost 25% to 35% more. The structure would be considerably longer plus the requiring of additional property and right of way on either end for interchange patterns to function in a decent manner.

There was also a request to consider the possibility of creating the Webb Street cul-de-sac on the dedicated right of way of Broadway, thus avoiding purchase of additional property. There was also a request to consider the two homes immediately northwest of Burns and Hood Street

NOTED
FORREST COOPER

intersection which might be saved if less right of way for the relocation of the Burns Street frontage road were acquired.

Another concern was the facility for pedestrian traffic from the north to south side of the proposed facility. A stairway-box structure or sidewalk were suggested; however, this will have to be decided as the design progresses.

The West Linn City Council would like to have a letter from State comparing the cost of the present proposal with the 14th Street-Enco Station proposal. They would like to act on this matter at their next regularly scheduled meeting on February 24, 1965.

These details should be considered in the immediate future to give the City a basis for approving or rejecting the plan as proposed.

Mr. Eric Gorenson, Oregon Journal, telephoned on February 18, 1965, regarding various questions on subject structure. At Mr. Porter's suggestion, I returned his call and related that the plan had been approved by Gladstone and Oregon City, but that West Linn had not made a commitment as yet and that they would consider it at the February 24, 1965 meeting. As to details, they would be worked out as design progresses.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:eb

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
V. D. Wolfe
Tom Edwards
P. M. Stephenson
F. D. Morgan
Ivan Merchant
A. E. Johnson

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FEB 26 1965
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I-205-4
7165

MEMO TO FILES, 2/11/65

WEST LINN-OREGON CITY BRIDGE
CITY OF OREGON CITY
CITY OF WEST LINN

As per the 1/28/65 memo to files, this office was to prepare a bring-up memo regarding subject bridge.

The hearing was held 2/3/65 in West Linn, as proposed in the previous memo, and action was delayed until further notice.

This date I received a call from Mr. Kennedy and Mr. Burden, consulting engineers of Cunningham & Assoc., and gave them the following answers from data obtained from Urban Design and Bridge Design:

1. Ramp radius, Oregon City = Minimum 36° - 25 m.p.h.
2. " " West Linn = " 57° - 20 m.p.h. (south).
3. " " West Linn = " 42° - 25 m.p.h. (north).
4. Bridge clearance (horizontal) = Accordingly based on existing Sellwood 270' and Oregon City-West Linn 181'.
5. Bridge clearance (vertical) = Accordingly based on existing Sellwood 74' to low water.
6. Railroad relocation in Oregon City = Matter for railroad company and Oregon City to determine, possible switch to combine tracks on S.P.R.R. line.

The consultants are to meet with the affected cities and explain the above to the interested parties, and upon that basis the consultants feel the cities will take a position on this matter.

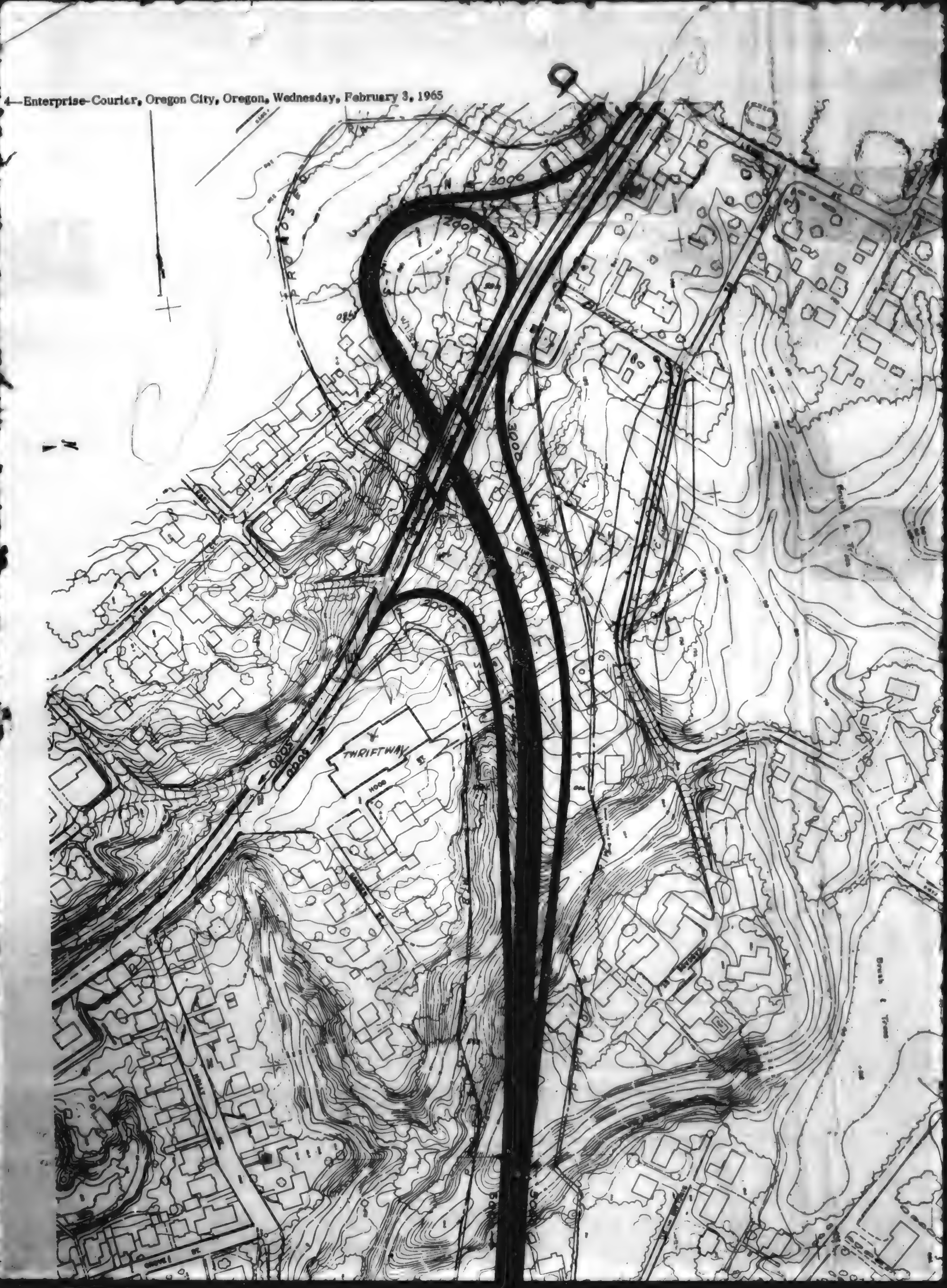
D. N. Harwell
D. N. Harwell, Office Engineer
County and City Division

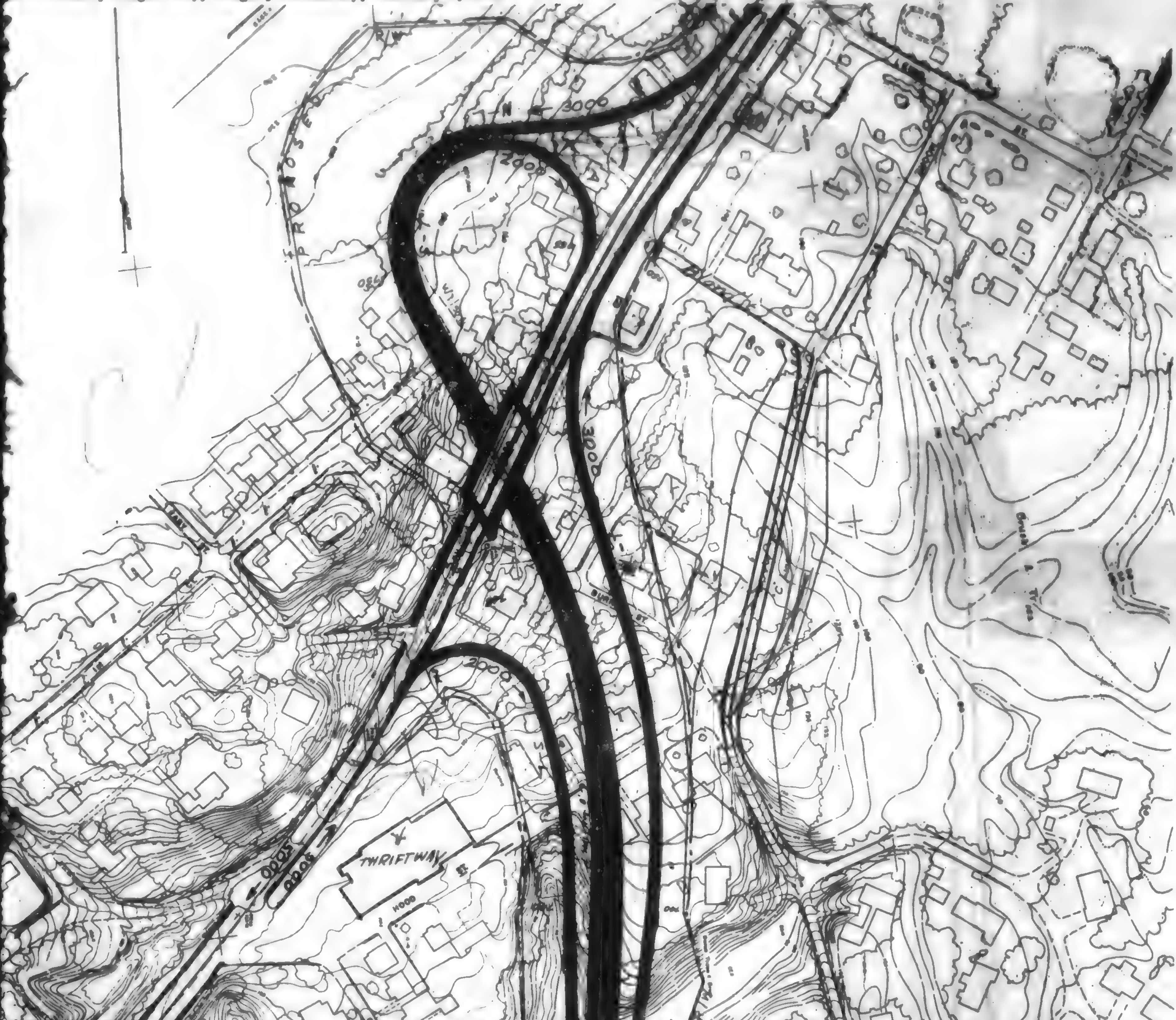
DNH:mm

P.S. Oregon City approval of plans received 2/11/65. Meeting is scheduled with West Linn 2/17/65; report will follow.
DNH

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
V. D. Wolfe
Tom Edwards
P. M. Stephenson
F. D. Morgan
Ivan Merchant
~~E. A.~~ Johnson
A. E

NOTED
FORREST COOPER


THRIFTWAY
2000
Brush & Trees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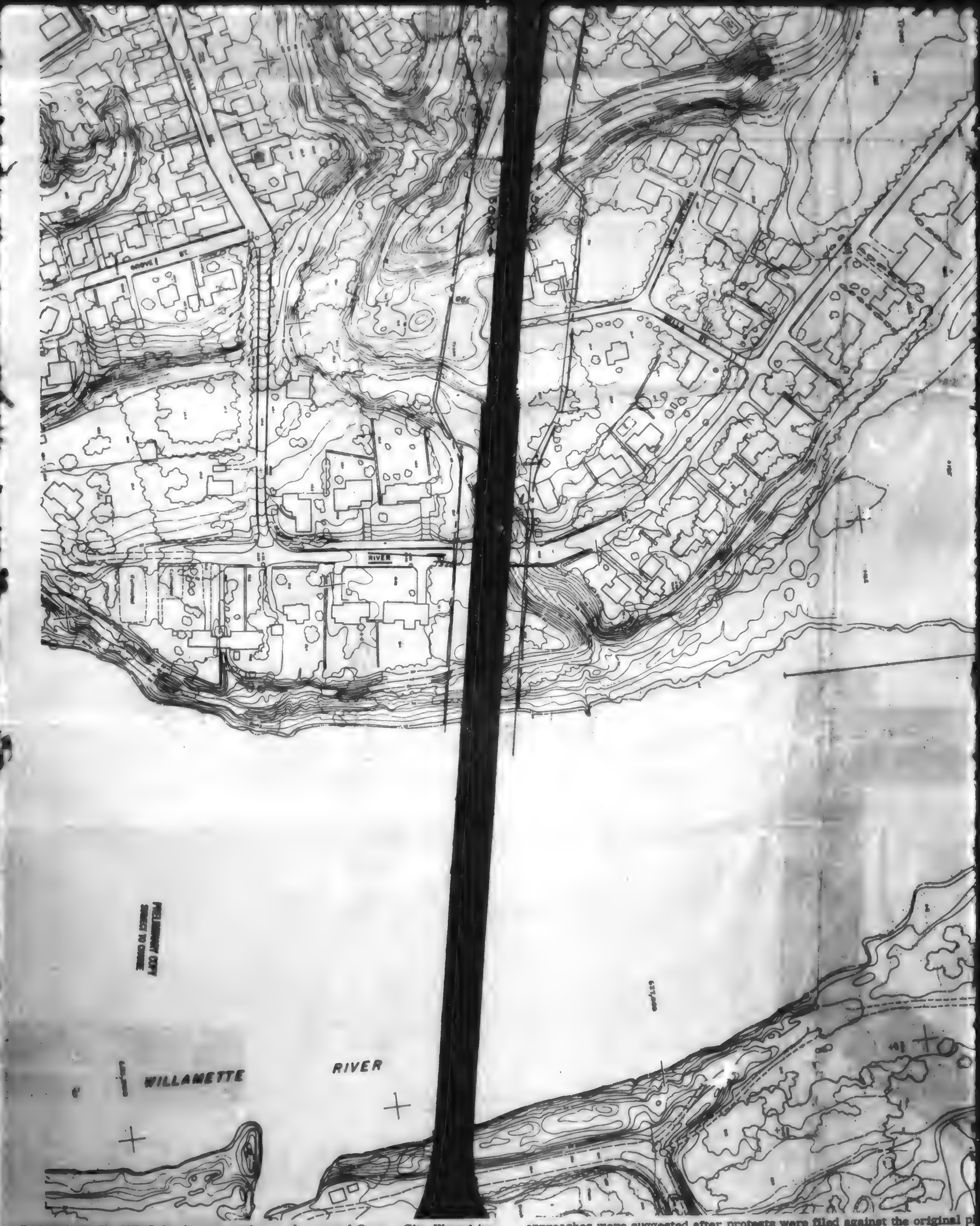
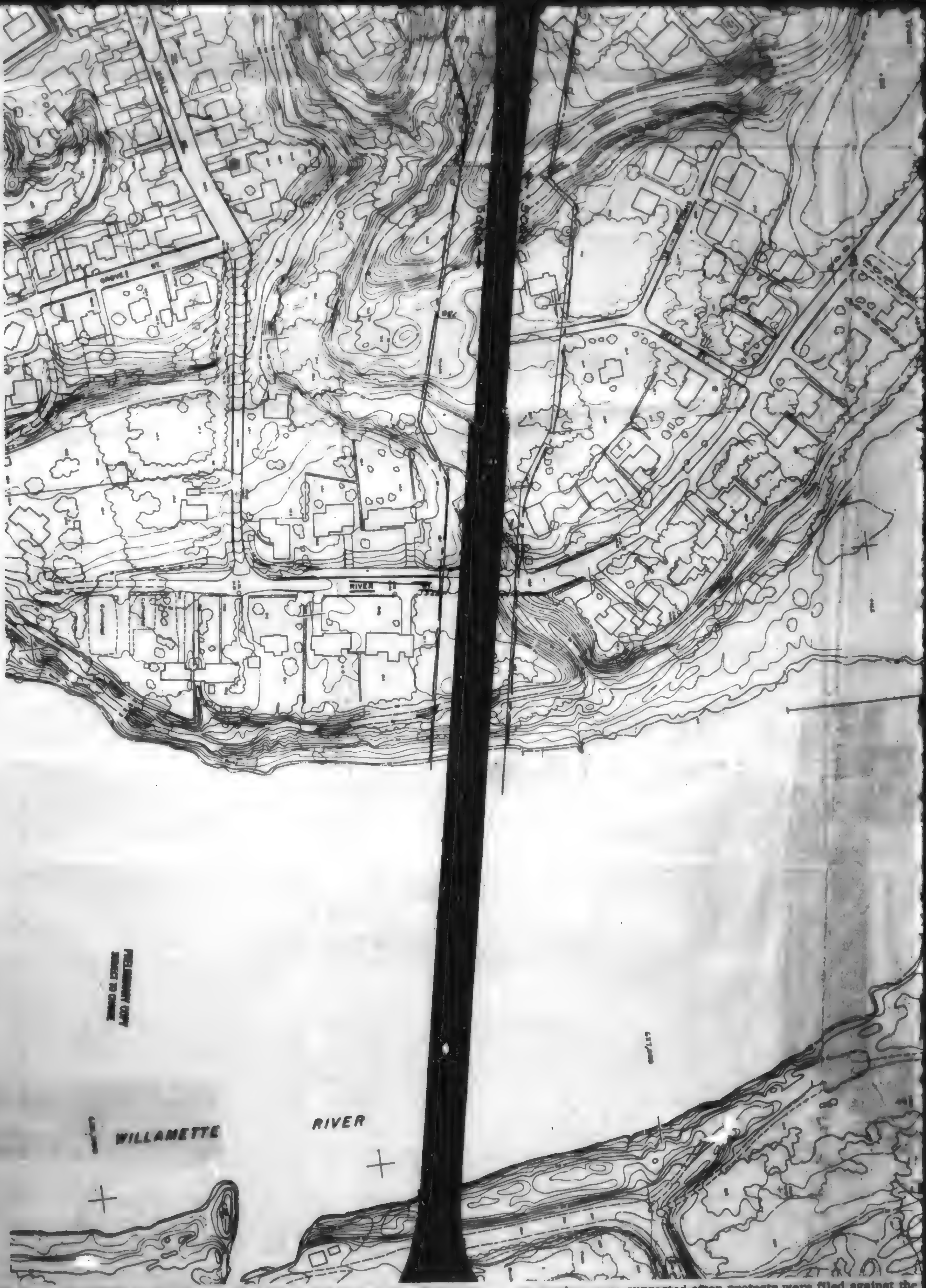
HOOD



PROPOSED CHANGES in the approaches to the second Oregon City-West Linn bridge across the Willamette river are shown in the above chart prepared by the Oregon State Highway department. A decision on the approaches now is the key to the signal to go ahead with final plans for the span. The changes in the approaches were suggested after protests were filed against the original pl The West Linn city council is calling a public meeting tonight for express of opinions of residents regarding the approach plans. The meeting will the city hall.



PROPOSED CHANGES in the approaches to the second Oregon City--West Linn bridge across the Willamette river are shown in the above chart prepared by the Oregon State Highway department. A decision on the approaches now is the key to the signal to go ahead with final plans for the span. The changes in the approaches were suggested after protests were filed against the
The West Linn city council is calling a public meeting tonight f
of opinions of residents regarding the approach plans. The me
the city hall.

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MEMO TO FILES, 1/28/65

WEST LINN-OREGON CITY BRIDGE

On Tuesday, January 26, 1965, D. N. Stoudenmeyer, Urban Design, and I called on the City of West Linn regarding subject section. City representatives present were George Haller, City Engineer; Andy Karila, City Recorder; Irwin Lange, Mayor; and Sprague Burden and Bob Kennedy, Consulting Engineers. We presented to them an alternate, revised plan of the West Linn Interchange to the proposed structure. The City was quite pleased and receptive to this plan and presented same to the Council on January 27, 1965.

Mr. Haller, City Engineer, in a telephone conversation this morning reported that:

(1) The plan was discussed at the 1/27/65 Council meeting and it was decided to call a special Council meeting for February 3, 1965, pertaining solely to this matter.

(2) A petition in favor of the new proposal, bearing signatures of ten affected property owners, was presented to the Council at the 1/27/65 meeting.

(3) The ENTERPRISE-COURIER newspaper is going to take pictures of the new plan for news release in the immediate future.

(4) Mr. Al Simonson, City Manager of Oregon City, has told Mr. Haller that Oregon City prefers to delay its decision on the Oregon City Interchange until after West Linn endorses or rejects this revised plan.

This office will prepare a bring-up memo on the West Linn Oregon City Bridge after hearing the results of the 2/3/65 Council meeting.

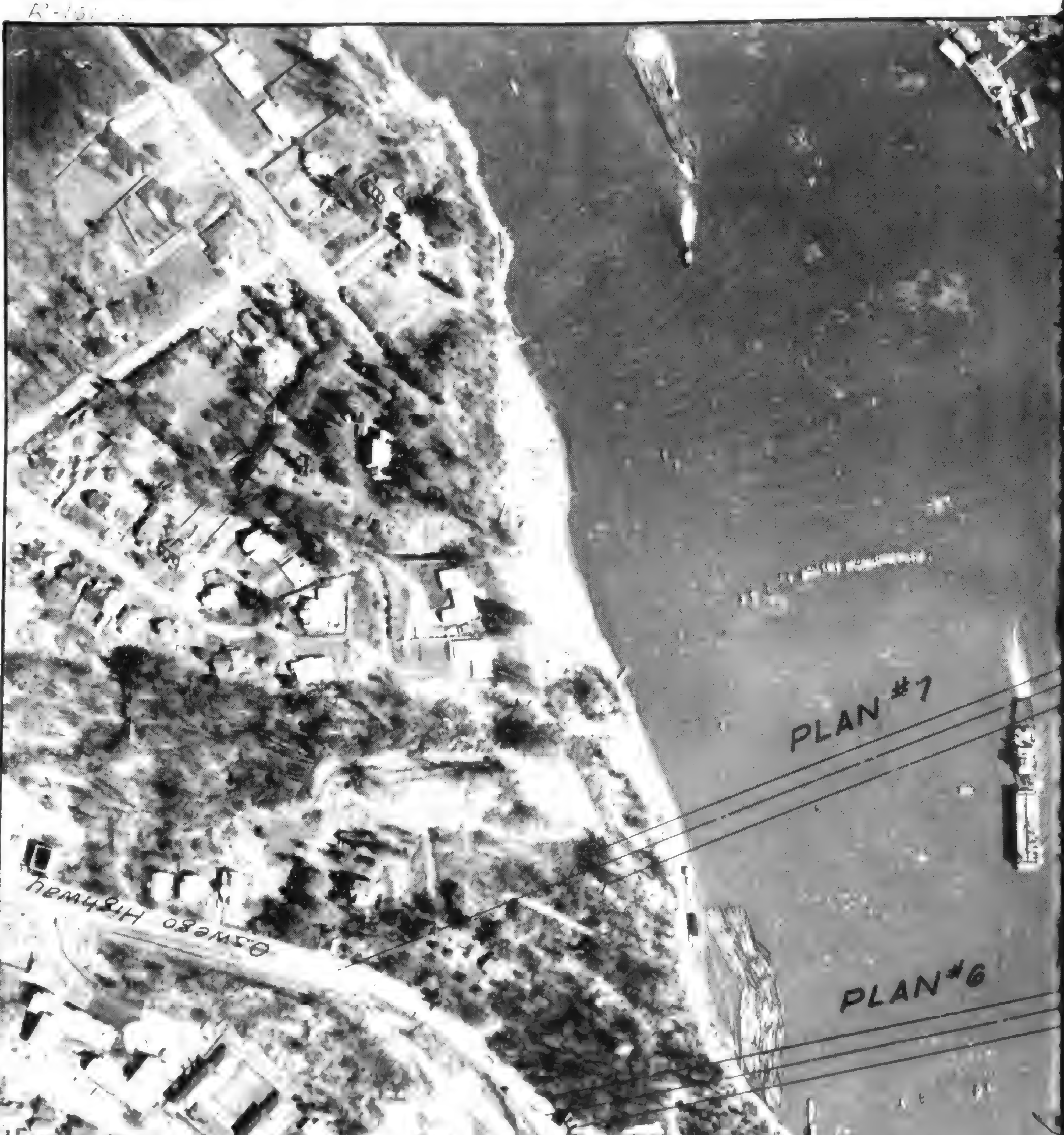
D. N. Harwell
D. N. Harwell, Office Engineer
County and City Division

DNH:mm

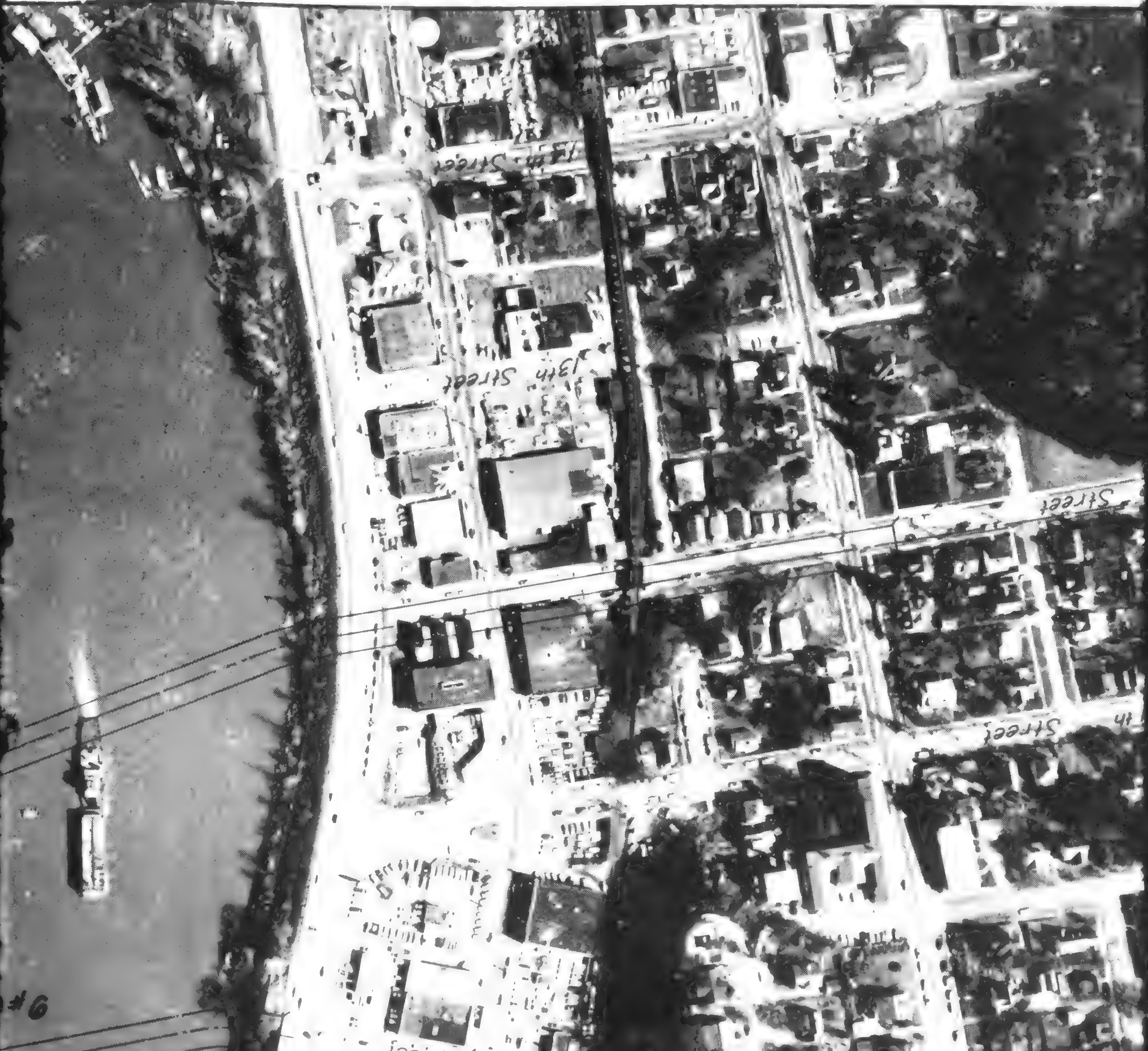
cc: Forrest Cooper
R. L. Porter
L. P. Shaw
V. D. Wolfe
Tom Edwards
P. M. Stephenson
F. D. Morgan
A. E. Johnson

NOTED
LLOYD P. SHAW

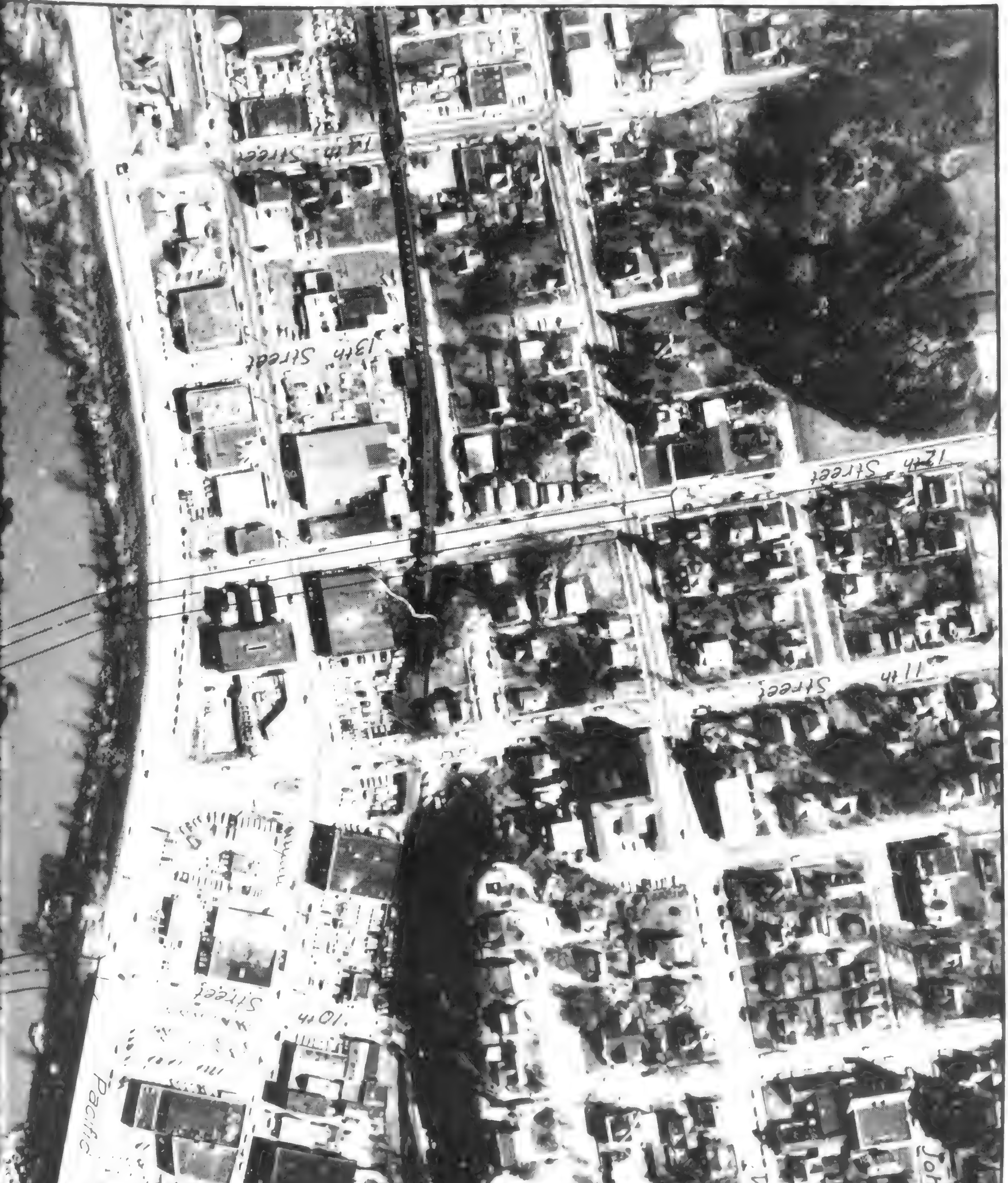
R-151

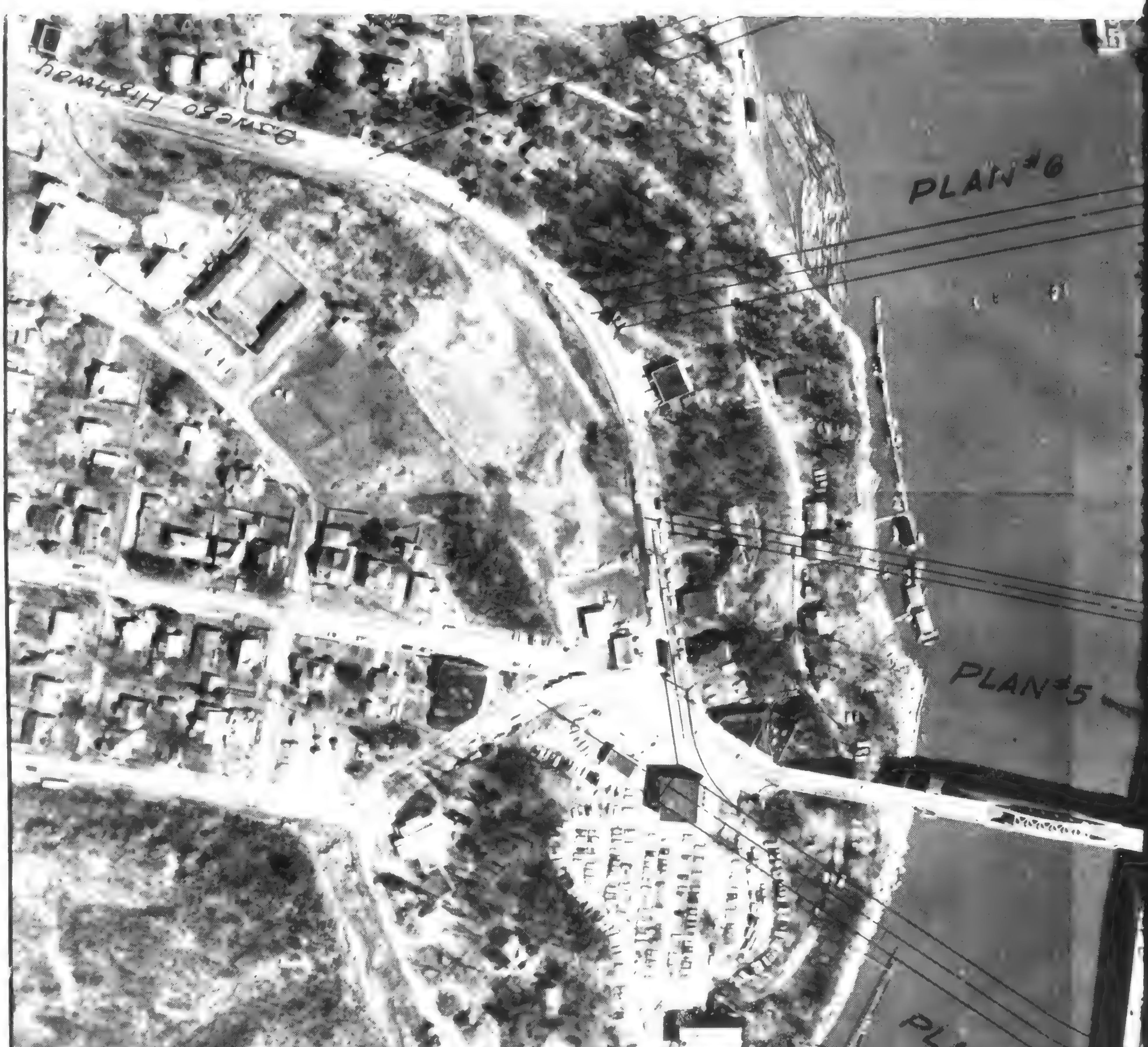


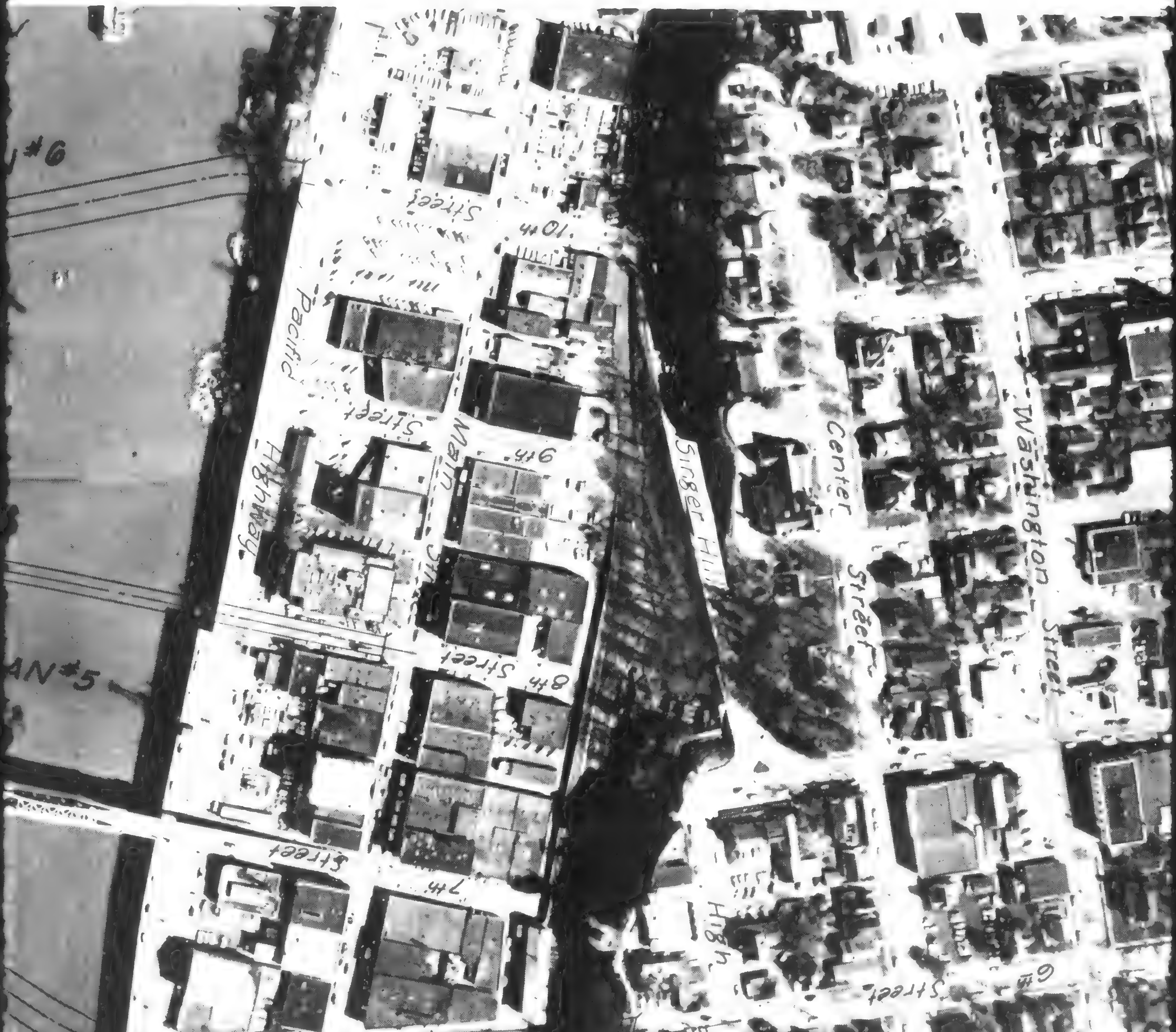
OREGON CITY WILLAMETTE RIVER CROS



OREGON CITY WILLAMETTE RIVER CROSSING




Oswego Highway
PLAN #6
PLAN #5
PLAN #4


#6
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Pacific Highway
Main Street
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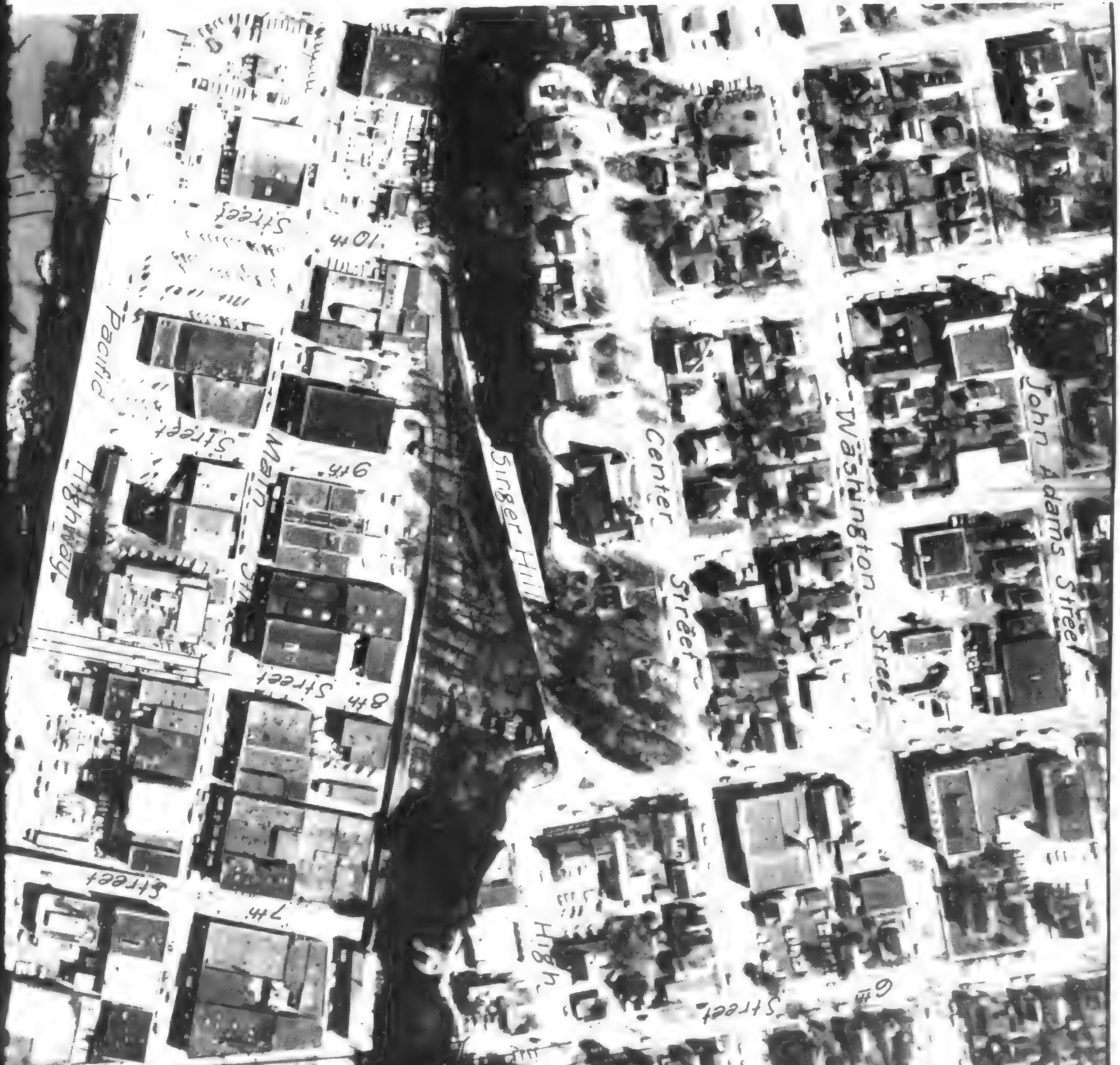
Singer Hill
Center Street
Washington Street
High Street
6th Street


10th Street
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Singer Hill
Center Street
Washington Street
John Adams Street
High Street
6th Street
5th Street

RECEIVED
JAN 21 1965

FOR FILING

I-205-7(10) 378

7105

January 20, 1965

Mr. Alfred Simonson, General Manager
City of Oregon City
City Hall
Oregon City, Oregon

Dear Mr. Simonson:

Reference is made to your January 14 letter addressed to the attention of Glenn L. Jackson, Chairman of the State Highway Commission, relative to the proposed West Linn-Oregon City Bridge.

In order to get this project underway, it is necessary to have an agreement with the City of Oregon City, the City of West Linn, and possibly, Clackamas County. In the very near future, a representative of this Department will meet with you and will present to you a form of agreement for your consideration.

Insofar as possible, all bridge ramps will be kept clear of high water. This may present some problem in a case or two, as it is necessary to connect to existing facilities. However, you are assured that the level of the recent flood will be given full consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
A. E. Johnson
H. S. Cox

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

NOTED
R. L. PORTER

REFERRED TO
Forrest Cooper
BY SECRETARY

January 14, 1965

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glenn L. Jackson, Chairman

Gentlemen:

Porter

The recent flooding in the Oregon City area during Christmas week, 1964, added additional emphasis for the need to proceed without delay in construction of a new highway bridge between the City of Oregon City and the City of West Linn.

During this period of flooding, Oregon City was isolated to the north on both 99E between Oregon City and Gladstone and the Cascade Highway connecting Oregon City to 82nd Street. We were further cut off for a period of time on the present Oregon City-West Linn bridge following its closure and inspection during the height of the flood.

We would like to emphasize that the City of Oregon City does not attempt to tell the State Highway Commission where the exact location of this proposed bridge should be, but we would urge that consideration be given to establishment of grade approaches that would be clear of being cut off by flood waters.

We would, therefore, urge the Highway Commission to take favorable necessary action to proceed without delay in the planning and construction of the proposed new Oregon City-West Linn bridge.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

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DEC 7 - 1964

I-205-7(11) 298

7165

NOV 2 7 1964

39-30

NOTED
R L PORTER

Honorable Edith Green
House of Representatives
Washington, D. C. 20515

Dear Mrs. Green:

This is in further reply to your October 21 communication and enclosed letter from Alvin L. Misseldine of West Linn, Oregon, concerning the location of a proposed new Willamette River crossing between West Linn and Oregon City.

We are informed this proposed bridge is in the early planning phase. The Oregon State Highway Department has not formally submitted a request for adding it to the Federal-aid system of highways in Oregon or information concerning its planning. We, therefore, are unable to comment at this time on its need or location.

We understand the State is continuing discussions with the officials of the two cities. We anticipate the State will submit its studies and other information to the Bureau upon completion of those discussions.

You can assure Mr. Misseldine the Bureau of Public Roads will carefully review the information concerning this bridge location should the State request Federal participation in its construction. All matter, including those brought to our attention by him, are carefully considered before approval or disapproval of a request by the State.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

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[illegible]

RECEIVED
OCT 22 1971
FORM 2-80X—50M—12-60 84677
FOR FILING

I-205-1(10)-31
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 19, 1964

SUBJECT: Traffic Study
Oregon City-West Linn Bridge
Proposal
West Linn

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attention: D. J. Barbee

Enclosed herewith are results of traffic counts taken in the West Linn area November 5, 1964 through November 10 together with a report from Mr. Ron Failmezger, Division Traffic Engineer. In this report Mr. Failmezger has pointed out the traffic flow for the West Linn area and has suggested future street development which would handle the change in traffic patterns which may result in the construction of the West Linn Interchange as proposed. It is believed that the study by Mr. Failmezger and the traffic counts furnish the information which you and Mr. Lloyd Shaw desire.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: Lloyd P. Shaw
Ron Failmezger

RECEIVED
NOV 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 17, 1964

SUBJECT: Traffic Study
Oregon City-West Linn Bridge Proposal
West Linn

To:
Mr. A. E. Johnson
Division Engineer
OFFICE

In compliance with your instructions, I have conducted a traffic recorder count study of traffic flow in and out of the West Linn High School area from November 5 thru 10, 1964 with specific emphasis on the intersection of McKillican Street and East "A" Street. On November 6 there was an 8 PM football game at the high school. A summary of the ten hourly directional recorder stations and the four 24-hour total recorder stations are as shown on the attached summary sketch. A more complete breakdown of the hourly recorder stations are as shown on the traffic count tabulation sheets.

In studying the traffic flow connected with the West Linn High School, it must be assumed that traffic wishing to gain access to this high school from the north and west of the West "A" Street connection with the Oswego Highway would use West "A" Street. It is also assumed that motorists wishing to gain access to the high school which are south on Willamette Falls Road and from Oregon City would again use West "A" Street. This then leaves the area between the northerly connection of West "A" Street and Willamette Falls Road and north of the Oswego Highway which use McKillican Street or possibly Webb, Wilson and Easy Streets for access to the West Linn High School. Since the proposed interchange of the Oregon City-West Linn structure with the Oswego Highway will eliminate the McKillican Street-East "A" Street connection, it must be assumed that this traffic will use Webb, Wilson and Easy Streets for access to the high school. The McKillican Street connection from the Oswego Highway has a moderately steep plus grade and varies from 18 to 20 feet in width. This connection serves two purposes: First, it is the most direct connection for the area served to the West Linn High School; secondly, it is a direct connection to East "A" Street. East "A" Street serves a residential area with direct access to the Oswego Highway, and also to a shopping center on the Oswego Highway. As the traffic count summary shows, the predominant movement is between the Oswego Highway and the West Linn High School area.

The Webb Street and Wilson Street connections are both 15-foot sections on relatively steep plus grades from the Oswego Highway. Easy Street, the second most direct connection, is also 15-feet in width on a moderately steep plus grade to First Court Street. First Court Street is 15-feet in width and is level. By using the traffic count information, it can be assumed that Easy Street and First Court Street, being the most direct route after construction, would assume the total volume of traffic from McKillican Street and East Street. This would indicate an average daily traffic of 800 vehicles and 1150 vehicles during peak days. Some of the 3 to 400 vehicles on East "A" Street would use this route to gain access to the Oswego Highway by using Buse Street to Broadway and then to McKillican Street.

A study of the traffic patterns in this area have resulted in the following suggestions as to future street development to handle the change in traffic patterns which may result in the construction of the West Linn Interchange portion of the Oregon City-West Linn Bridge.

1. That Easy Street from the Oswego Highway to First Court Street and First Court Street from Easy Street to McKillican Street be constructed to a 20-foot paved cross-section.

2. That First Court Street be extended to connect to Buse Street.

3. That an opening in the medial divider be provided at the Easy Street intersection with the Oswego Highway.

These recommendations will give the same access to the Oswego Highway as is now available.

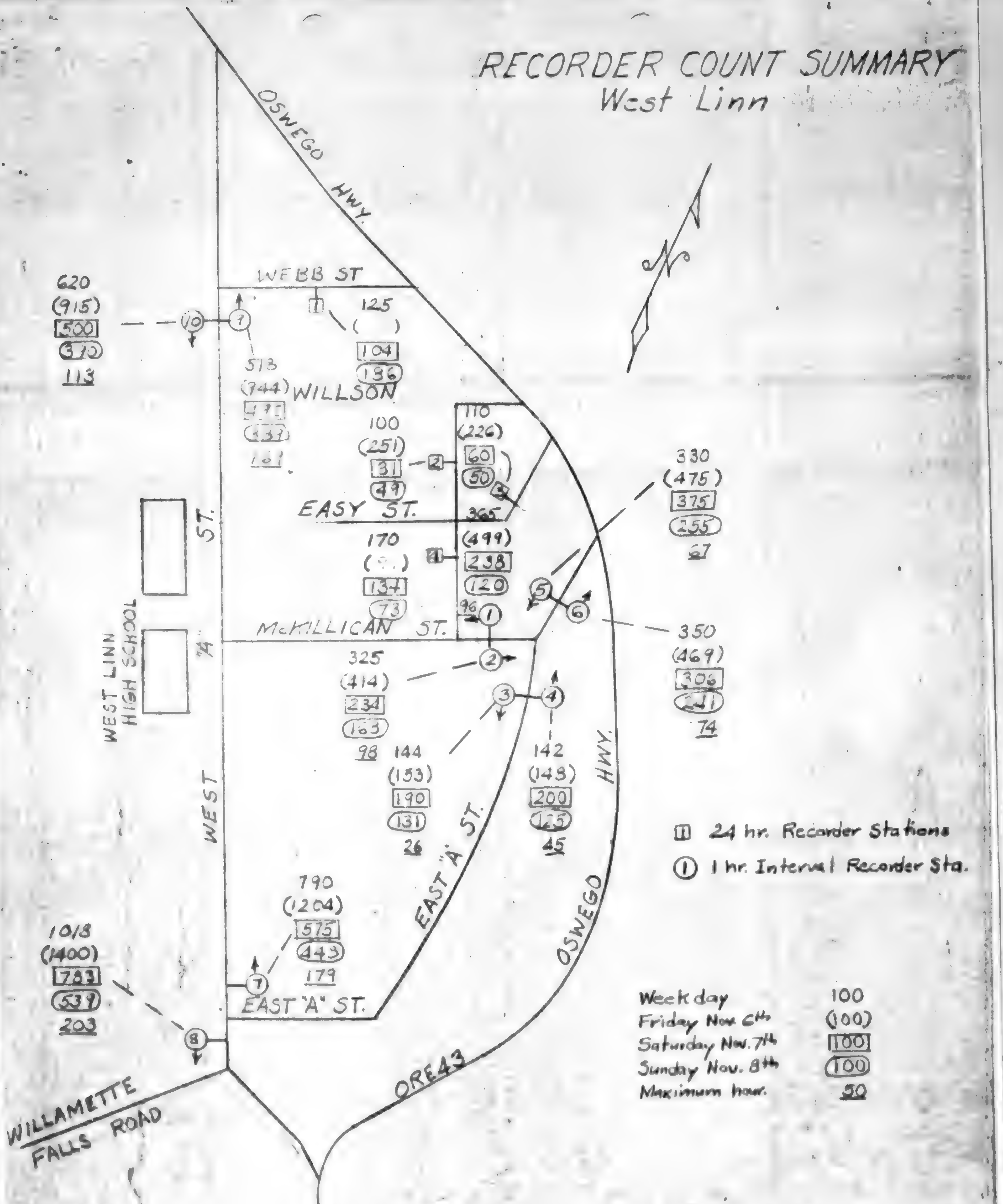
ORIGINAL SIGNED BY
R. W. FAILMEZGER

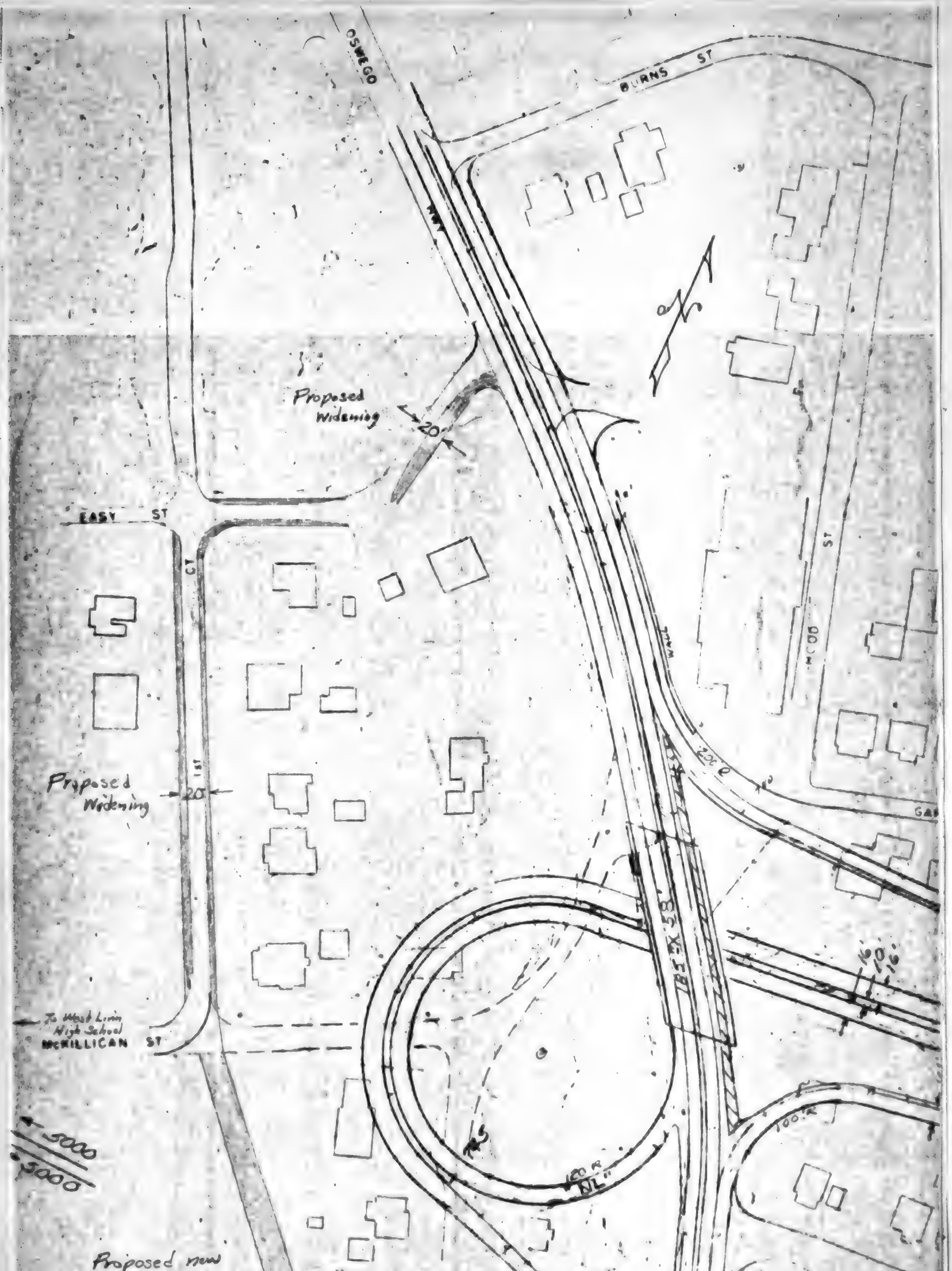
Ronald W. Failmezger
Division Traffic Engineer

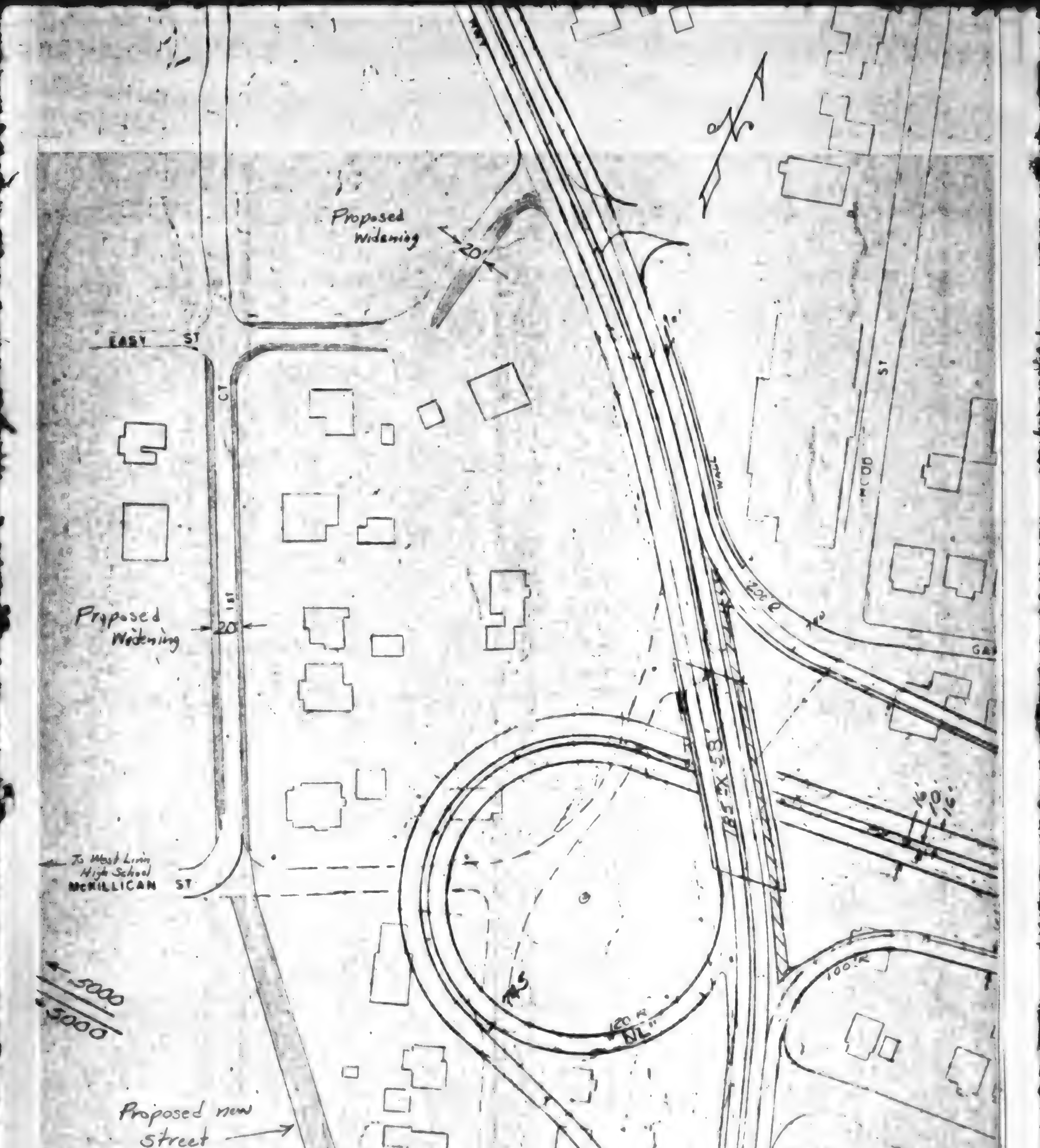
RWF:fb
Attach.
cc Lloyd Shaw ✓
~~C. [illegible]~~
F. D. Morgan

NOTED

RECORDER COUNT SUMMARY
West Linn




OSWEGO
HWY
BURNS ST
Proposed Widening
20'
EASY ST
CT
1ST
Proposed Widening
20'
WALL
WOOD
ST
200'R
GAS
BR. X 58
10'
16'
To West Linn High School
McKILLICAN ST
100'R
100'R
NL
5000
5000
Proposed new street


Proposed Widening
20'
EASY ST
CT
Proposed Widening
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1ST
To West Linn High School
McMILLICAN ST
5000
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Proposed new street
Buse St.
EAST A ST
85' X 58'
120' R
NL
100' R
200' R
GA
WALL
ST

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
November 17, 1964

Mr. and Mrs. John W. Splinter
1570 N. E. Garden Road
West Linn, Oregon

Dear Mr. and Mrs. Splinter:

Thank you for your October 15 letter concerning the effect of the proposed Oregon City-West Linn Bridge on your property. You are correct that there has been a strong demand for another structure across the Willamette River in your community for a number of years, but only recently has the Highway Commission been able to allocate sufficient funds to make such a project possible.

Your Highway Department has been working on the problem of a proper location for such a bridge for some time and the public hearing was based on a plan which the Department felt offered the most overall benefit to the community. Regrettably, it is not possible to provide a facility that will render the most benefit to traffic without disturbing some private property and regardless of whether the bridge is built on the proposed location or some other location, this condition will not change.

As to the public hearing, I find that the notice which was in the Enterprise-Courier stated that informal hearings would be held between the hours of 1 p.m. and

9 p.m., Monday, October 5; Tuesday, October 6; and Wednesday, October 7. The notice also stated that plans were available for anyone to examine and that Highway Department engineers and right-of-way personnel would be present to answer questions and furnish information to anyone interested. These hearings were all prior to the formal hearing on Thursday, October 8.

The purpose of a formal hearing is to officially receive testimony either for or against a proposal so that the Highway Commission may be advised of local reaction. I think you will agree that a question-and-answer type of meeting at this session could, in many cases, develop into a public debate and very little positive good could be accomplished. The Highway Commission is now reviewing the testimony that was given at the public hearing on October 8 and you may be assured it will be given every consideration before any final action is taken.

I have furnished the Highway Department with a copy of your letter and have asked that it be made a part of the official record on this matter. If you have some specific personal problem or desire information on a particular point in this connection, an inquiry addressed to the Highway Department in Salem will be given prompt consideration.

I appreciate your bringing this to my attention and assure you that the Highway Commission will view the problem objectively and will ultimately approve only such a project which it feels will do the most good for the greatest number of people.

cc R. L. Porter
Victor D. Wolfe
A. E. Johnson

RLP:ms bbc

John [illegible]. Splinter
1570 N. E. Garden Street
West Linn, Oregon

October 15, 1964

Hiway

Honorable Mark Hatfield
Governor of Oregon
Salem, Oregon

Dear Governor Hatfield:

We are citizens of West Linn, Oregon and reside at 1570 N. E. Garden Street. Quite wome time ago we began to hear rumors that a new bridge was to be built across the Willamette River to replace the old bridge between Oregon City and West Linn. We believe most of the citizens of both cities feel there is need for such a bridge.

On the 22nd of September our local newspaper, the Enterprise-Courier, printed a map of the proposed bridge and stated that it was to be built in the area between Garden and Holly Streets on the West Linn side of the river. Also stating a public hearing was to be held on the 8th of October to provide the public with the reason why this site was selected as the best location. It is needless to say that most of our neighbors and ourselves were quite upset that the bridge would take our homes away, which we as residents of West Linn for many years have taken pride of ownership in our property and community. We went to the Public Hearing in hopes that both the highway officials and our local government would provide us with good reasons why the bridge should be built in this particular location. This so-called "public meeting" lasted exactly one hour and fifteen minutes. We were let known that under no uncertain terms this was the most practical place for the bridge, still no facts or figures were presented, and that no one could ask specific questions about his own property, but must phrase his questions on how the bridge would affect the community as a whole. Neither can we understand why we were not given at least two informational hearings, and one formal hearing, if we are not mistaken, is the general procedure. Governor Hatfield, West Linn is a small community in which the Crown Zellerbach Corp. is our major industry, and many of the citizens who are employed at this mill must work shift work. With this fact in mind, how is it possible for the majority to voice an opinion?

This appears to be a major project that will cost the taxpayers of this State and our nation approximately $7 million, or more. When questioned if the bridge was planned to tie in with roads which would adequately handle traffic across the bridge, the officials gave an evasive answer that no plans were available and no new roads were planned at this time. Surely with the Salem Freeway less than 10 miles west and Highway 43 leading into Oswego and Portland (which does not adequately carry the existing volume of traffic at this time) must have some bearing on the bridge site. It does seem reasonable to us and our neighbors that more definite plans should be provided and shown the public before such a costly project is undertaken to assure them that this bridge will not be obsolete in the years to come and that it is not being done in a piecemeal manner so that only a few persons will object at the time the bridge is built and a few more at a later date when new roads must be

OCT 19 1964

provided to tie in with an existing highway system near and around our community.

Our reason for calling this to your attention is to find out how we as reasonable ordinary citizens can make sure this bridge will be built where it will provide for the needs of our community for today and years to come. We also feel concerned as to whether this bridge will in any way affect our high school which is less than one block from the end of the proposed bridge and our grade school which is approximately 5 or 6 blocks to the north of the bridge along highway 43. Both of these schools are scheduled for major improvements, and the taxpayers voted and approved a bond issue of $1,989,000 for these improvements on the 13th of October, 1964.

Sincerely yours,

John W. Splinter
Valera A. Splinter

RECEIVED
NOV 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 16 1964

FOR FILING

COPY

477 Cottage Street, N.E.
Salem, Oregon - 97301

November 10, 1964

08-35.EC

Mr. D. M. French, Regional Engineer
08-00.2 Portland, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-304(-), West Linn-Oregon City
Mr. Whitten's 10/30/64 letter to Mrs. Green -
Mr. Henry's 11/2/64 note

Attached are two advance copies of the public hearing transcript and preliminary hearing map on the proposed new Willamette River crossing in connection with the above subject. The State Highway Department has not formally submitted the transcript along with a certification regarding the location since discussions are continuing with West Linn officials regarding the proposed location.

In connection with the second paragraph of Mr. Misseldine's letter you will note that the Highway Department followed the normal procedure of limiting the formal hearing to the route selection. However, informal informational hearings were held on the preceding three days to discuss engineering and right of way problems to the extent possible with persons affected by the project. Apparently Mr. Misseldine elected not to attend these informal hearings which were mentioned in the notice.

At its March 12, 1964 meeting, the Highway Commission confirmed its approval of the project for an allocation of Federal-aid primary funds for the 1966-67 construction program. Though public hearings are not required for system action, the State Highway Department has not initiated such action to establish the route's eligibility for the participation of such funds. We assume that the State will propose to extend FAP Route 41 to a connection with FAP Route 3. However, the route is not the "committed" system for the transportation plan of the Portland urbanized area. Since an extension of rather than continuation of an improvement along an established route is involved and programing of the improvement prior to July 1, 1965 appears to be doubtful, a finding regarding the cooperative, continuing, comprehensive planning process as required by Section 134, Title 23 USC probably will be necessary to further establish eligibility. Currently a written agreement involving such a process has not been signed.

Attachments

OCT 3[illegible] 1964

39-30

Honorable Edith Green
House of Representatives
Washington, D. C. 20515

Dear Mrs. Green:

This is in reply to your October 21 communication with copy of a letter from Mr. Alvin L. Misseldine of West Linn, Oregon, concerning the location of a proposed new Willamette River crossing between West Linn and Oregon City.

We are requesting a report from our field office on this matter and shall make a further reply at a later date.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

NOTE TO REGIONAL ENGINEER:

Please furnish Office of R/W & Location a report so that we can respond to Representative Green. Particular reference is made to Mr. Misseldine's second paragraph.

OCT 16 1964

October 14, 1964

Honorable Edith Green
House of Representatives
Washington, D. C.

Dear Mrs. Green:

I am a citizen of West Linn, Oregon, and live at 5597 N. E. Hood Street. Some time ago we began to hear rumors that a new bridge was to be built across the Willamette River to replace the old bridge between Oregon City and West Linn. I believe most of the citizens of both cities feel there is need for such a bridge.

On or about the 22nd of September our local newspaper, The Enterprise-Courier, printed a map of the proposed bridge and stated that it was to be built in the area between Garden and Holly Streets on the West Linn side of the river. It also stated that a public hearing would be held on the 8th of October to provide the public with the reason why the bridge should be built in this location. Needless to say, most of my neighbors and myself were quite upset that the bridge would take our homes away, but we went to the Public Hearing in hopes that the highway officials and our local government would provide us with good reasons why the bridge should be built in this particular location. This so-called "public meeting" was a farce from the word "go", and it lasted slightly over one hour. We were told in no uncertain terms that this was the most practical place for the bridge, but no facts or figures were presented, and that no one could ask specific questions about his own property, but must phrase his questions on how the bridge would affect the community as a whole.

Mrs. Green, this bridge will cost the taxpayers of this State and our nation approximately $7½ million. This in dollars appears to be a major project. When the officials were asked if the bridge was planned to tie in with roads which would be adequate to handle traffic across the bridge, we received an evasive answer that no plans were available and no new roads were planned at this time. It seems reasonable to us with the new Salem Freeway less than 10 miles away to the west and Highway 43 leading into Oswego and Portland (which is not adequate at this time to carry the existing volume of traffic) these roads would have some bearing on the location of this bridge. It also seems reasonable to me and my neighbors that before such a costly project is undertaken definite plans should be provided and shown to the public to assure them that this bridge will not be obsolete in 5 or 10 years and that it is not being done in a piecemeal manner so that only a few persons will object at the time the bridge is built and a few more at a later date when new roads must be provided to tie in with an existing highway system near and around our community.

My reason in bringing this to your attention is to find out how we as ordinary and reasonable citizens can make sure this bridge will be built where it will provide for the needs of our community for today and years to come. We would also like to know if this bridge will affect our high school which is less than one block from the end of the bridge and our grade school which is approximately 5 blocks to the north of the bridge along Highway 43. Both of these schools are scheduled for major improvements, and the taxpayers voted and approved a bond issue of $1,989,000 for these improvements on October 13, 1964.

Sincerely yours,

Alvin L Misseldine
Alvin L. Misseldine

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NOV 4 1964

FOR FILING
I-205-7(10)278
1165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1964

SUBJECT: Meeting With Council
City of West Linn
Willamette River Bridge

To: MEMO TO THE FILE

The following persons from the State Highway Department were present at the West Linn City Council meeting, October 28, at 7:30 p. m.

A. E. Johnson - Division Engineer
C. T. Keasey - Assistant Division Engineer
D. J. Barbee - Assistant Construction Engineer
H. S. Cox - County and City Engineer
D. N. Harwell - Office Engineer
L. P. Shaw - Assistant State Highway Engineer

The full City Council of six councilmen and the mayor were present at this meeting. Mayor Lange acted as moderator and the councilmen were:

Clarence Doty
Edwin Woodworth, Jr.
Chester Carpenter
F. D. Mitchell
Gordon Tuor
Harold Winkel

Also present were two consulting engineers under the employe of Cunningham Associates and George A. Haller, City Engineer. The only person present not directly connected with a public agency was Glenn Jack, Attorney, who apparently had made things so uncomfortable for the Council that it made his presence possible at this meeting. It is suspected by the councilmen that Mr. Jack is in the employe of a large group of people who are opposed to the bridge location shown on our present proposal.

Of the six councilmen present, one, Mr. Mitchell, showed some evidence of ill feeling toward the Department. This was made clear by a rather caustically worded inquiry as to how much attention the Highway Department would give an alternate proposal if submitted by the City Council. I advised Mr. Mitchell that if the Council presented any such proposal, we would give it full consideration and a thorough evaluation before accepting or rejecting it. Also, the same would apply if he presented a plausible proposal as an individual, not as a councilman. Furthermore, the Highway Department would not junk such proposals without due investigation, that this sort of action was against our policy and against our practices.

The only question raised by other members of the Council in regard to the present location of the bridge was whether or not it was fixed or was subject to adjustment and change. I told them the latter was the case.

The councilmen asked if other locations had been studied. We told them they had and showed, by means of a small mosaic, the studies which had been used in several different locations between the falls and the present proposed location of the bridge.

At about this time Mr. Jack obtained the floor and made a general objection to the present location based on the destruction of property, failure of the Department to clue everyone in on all phases of the work from its beginning, general disbelief of the accuracy of our traffic forecast, waste of public funds on a bridge at a location which would not pay off, and made a statement that the bridge should be located above the falls near the Town of Willamette, rather than West Linn.

It was explained to the Council that the road between West Linn and Willamette and Stafford was a county road on the Federal-aid secondary system. Mr. Cox explained the mechanics of the FAS-C apportionment of funds and the usual engineering procedures in construction of this type of roadway.

The Council requested an audience in Salem with our Construction Division people be granted at which its engineers, two or three members of the Council, and two or three interested persons not on the City staff be present. I advised the Mayor it was my opinion more accurate information could be gathered in any given length of time if only the councilmen and engineers were present.

Mr. Jack made violent opposition to this suggestion and the Mayor asked that we give consideration to two or three others, as well as councilmen and engineers. In view of the rather embarrassing circumstances in which the Council was placed, this was agreed to. The Mayor said this would have to be after the election as several of the members were embroiled in campaigning at this time.

The meeting broke up about 9:00 p. m. with the understanding that a request for an audience in Salem would be made by the Council within approximately two weeks.

In discussing this evening's activities with Mayor Lange after the meeting broke up, he stated that contrary to my opinion he thought the meeting was quite successful and he felt the Council got the information it desired. In my opinion, it was a very unsatisfactory session; other than the location of the bridge not being completely fixed at this time, it had little significance.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

Suggested Reply for the Governor's Consideration

Mr. Alvin L. Hisseldine
5597 N. E. Hood Street
West Linn, Oregon

Dear Mr. Hisseldine:

Thank you for your October 14 letter relative to the proposal for a new bridge across the Willamette River between West Linn and Oregon City.

There has been much demand for a new bridge in this area for some years but it has not been until recently that the Highway Commission was able to budget sufficient monies to make construction possible. I understand that the plan which was the subject of the public hearing was not developed hastily and represents, in the Highway Department's opinion, about the best that can be done in a rather difficult situation.

Public hearings on matters of this kind are provided so that interested persons may offer official testimony either favoring or opposing the proposition. Prior to the formal hearing, informal hearings were conducted for several days and at that time representatives of the Highway Department were present to answer all questions possible. I believe you will recognize that in conducting hearings the purpose is to receive public reaction and not to debate issues with various interests involved.

The plan that was presented represents the Highway Department's opinion of the best overall solution to the problem that is possible under existing financing. It is not represented to solve all of the traffic problems in either West Linn or Oregon City and I am sure the Department has tried to make this point clear.

Your State Highway Commission has made no final determination of the proposal and will do so only with the full concurrence of the city governments of both West Linn and Oregon City.

If you have some specific question in mind or wish additional information, a letter or call to the Highway Department at Salem will receive prompt attention.

RLP:ms

Hearing

Alvin L. Misseldine
5597 N. E. Hood Street
West Linn, Oregon

October 14, 1964

Honorable Mark Hatfield
Governor of Oregon
Salem, Oregon

Dear Governor Hatfield:

I am a citizen of West Linn, Oregon, and live at 5597 N. E. Hood Street. Some time ago we began to hear rumors that a new bridge was to be built across the Willamette River to replace the old bridge between Oregon City and West Linn. I believe most of the citizens of both cities feel there is need for such a bridge.

On or about the 22nd of September our local newspaper, the Enterprise-Courier, printed a map of the proposed bridge and stated that it was to be built in the area between Garden and Holly Streets on the West Linn side of the river. It also stated that a public hearing would be held on the 8th of October to provide the public with the reason why the bridge should be built in this location. Needless to say, most of my neighbors and myself were quite upset that the bridge would take our homes away, but we went to the Public Hearing in hopes that the highway officials and our local government would provide us with good reasons why the bridge should be built in this particular location. This so-called "public meeting" was a farce from the word "go", and it lasted slightly over one hour. We were told in no uncertain terms that this was the most practical place for the bridge, but no facts or figures were presented, and that no one could ask specific questions about his own property, but must phrase his questions on how the bridge would affect the community as a whole.

Governor Hatfield, this bridge will cost the taxpayers of this State and our nation approximately $7½ million. This in dollars appears to be a major project. When the officials were asked if the bridge was planned to tie in with roads which would be adequate to handle traffic across the bridge, we received an evasive answer that no plans were available and no new roads were planned at this time. It seems reasonable to us with the new Salem Freeway less than 10 miles away to the west and Highway 43 leading into Oswego and Portland (which is not adequate at this time to carry the existing volume of traffic) these roads would have some bearing on the location of this bridge. It also seems reasonable to me and my neighbors that before such a costly project is undertaken definite plans should be provided and shown to the public to assure them that this bridge will not be obsolete in 5 or 10 years and that it is not being done in a piecemeal

OCT 15 1964

manner so that only a few persons will object at the time the bridge is built and a few more at a later date when new roads must be provided to tie in with an existing highway system near and around our community.

My reason in bringing this to your attention is to find out how we as ordinary and reasonable citizens can make sure this bridge will be built where it will provide for the needs of our community for today and years to come. We would also like to know if this bridge will affect our high school which is less than one block from the end of the bridge and our grade school which is approximately 5 blocks to the north of the bridge along Highway 43. Both of these schools are scheduled for major improvements, and the taxpayers voted and approved a bond issue of $1,989,000 for these improvements on October 13, 1964.

Sincerely yours,

Alvin L Misseldine
Alvin L. Misseldine

FORM 2-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 21 1964

FILING
I-205-7[illegible]

7165

Cross Referenced to:
Adm
Petitions
Clackamas

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1964

Mr. Glenn R. Jack
Jack, Goodwin & Anicker Lawyers
Suite 200, Smith Building
704 Main Street
Oregon City, Oregon

Dear Mr. Jack:

This will acknowledge receipt of the four copies of Remonstrance re Oregon City-West Linn Bridge proposal submitted to the public October 8, 1964.

This Remonstrance will be made a part of the official record of the public hearing on this proposed project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:arb

cc: Mr. Forrest Cooper (Remonstrance enclosed)
Mr. R. L. Porter

just for
your info
VDW

NOTED
FORREST COOPER

REMONSTRANCES TO THE STATE HIGHWAY COMMISSION AND THE CITY COUNCIL OF THE CITY OF WEST LINN

The undersigned, property owners residing in West Linn, hereby respectfully object to the construction of an Oregon City - West Linn bridge according to the proposals submitted by the Highway Commission at a public hearing in the West Linn Inn, October 8, 1964. This objection and remonstrance is for the following reasons:

1. There was no evidence that this was the best site.
2. There is no evidence that the erection of such a bridge would ease or eliminate the traffic congestion in the West Linn area.
3. In addition, a study of the plans reveals that it would create more of a traffic problem to the area of West Linn west of Portland Avenue.
4. The construction over the proposed route traverses through the traditional fully developed Holly Gardens area, which amounts to a useless destruction of property and depreciation of property when other sites, more effective in eliminating traffic congestion, could be used on a less expensive base or less damaging to property owners.

Name	Address
Clarence O. Petersen	5791 West "A" St.
Mrs. Suckiewicz	1939 East A. St.
R C Riemann	1989 N-W King St
Mrs Larry Funk	2588 Sunset ave, West Linn
Mrs I J Laver	1985 Buse W. Linn Ore
Mrs Elmer Keck	5330 Broadway West Linn
Mrs. Denham Patton	5462 Broadway, W.L.
Bert Rowlett	2271 Broadway
Wm S Minnick	5241 Broadway W. Linn
Mrs. L. R. Ray	5209 N.W. Broadway W.L.
Mrs. Robert J. Olson	5131-Broadway, West Linn
Mrs. Bruce E. Peck	5260 Broadway West Linn
Marie Perkins	5280 Broadway West
Mrs. Norma B. Williams	5288 Broadway West Linn

RECEIVED
SEP 21 1964
FOR FILING

I-205-7(10)298

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FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1964

SUBJECT:

To: MEMO TO FILE

On this date, the follwing persons met with me in the Highway Engineer's office to discuss in a preliminary way our proposal for a West Linn-Oregon City bridge:

J. J. Inskeep	State Senator
Victor H. Bowman	Commissioner, Oregon City
Alfred Simonson	City Manager, Oregon City
Erwin F. Lange	Mayor, City of West Linn
Geo. A. Haller	Engineer-Administrator, West Linn
John H. Keeley	Clackamas County Engineer

The West Linn representatives expressed approval of the plan and seemed to think it was about the best that could be developed under the circumstances. The Oregon City people were less enthusiastic although they, too, felt that nothing in the way of a better over-all plan could be developed.

The County Engineer and the Oregon City Manager expressed concern as to the inconvenience of getting from the Redlands Road area to McLoughlin Boulevard but other than simply discussing the problem, nothing definite was brought up.

I tried to point out the weak parts of the scheme; that the bridge would undoubtedly create addition traffic loads on US99E and would probably compound the left-turn problems, particularly at 10th Street.

The group was unanimous in requesting that a public hearing be held at the earliest possible time. They were in accord that unless we are legally required to do so, one public hearing for both cities would suffice and they also felt that while some protest would arise, the plan would have general over-all acceptance.

Mr. Wolfe has been advised and will attempt to set up the hearing on October 8.

R.L.P.
R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper; Mr. Lloyd P. Shaw; Mr. Victor D. Wolfe

APR 14 1964
FOR FILING
I-205-7(10) 298
7105

April 14, 1964

Hon. S. C. Ely
Clackamas County Commissioner
County Courthouse
Oregon City, Oregon

Dear Mr. Ely:

In reply to your letter of April 9 concerning a potential new bridge across the Willamette River between Oregon City and West Linn, we offer the following information:

1. The Highway Commission approved such a project on January 30, 1964.

2. The Department is, at the moment, engaged in preliminary studies and estimates to determine the best overall location for such a structure. In this instance, this is perhaps the most difficult phase of the project.

3. No location, to date, has been even tentatively selected.

If you have further questions on this or any other highway problem, please do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
March 23, 1964

Mrs. Margie Hermann
5575 River Street
West Linn, Oregon

Dear Mrs. Hermann:

I have your March 7 letter concerning the location of a proposed Oregon City-West Linn bridge and its affect on a residential area in West Linn.

I find that the Highway Commission is just starting location surveys for this proposed structure. It is reported that various survey marks have been set in the residential area you mention, but these markers are control points for aerial mapping purposes and do not in any way indicate where the final location of the bridge may be. The Highway Department reports that determining the optimum location for this facility is a complicated and somewhat difficult matter, and, until surveys, traffic, and economic analyses have been conducted, it is virtually impossible to estimate with any accuracy the location of this structure.

Your Highway Commission recognizes that the congestion on the existing bridge has reached an almost intolerable state, but providing a bridge parallel to and in close proximity to the existing structure will not properly alleviate the condition.

After the Highway Department has thoroughly investigated the matter, a well advertised public hearing will be held before any final action of this proposed improvement will be undertaken.

If you need further information or data on this subject, an inquiry to the Highway Department in Salem will receive prompt attention.

cc R. L. Porter
Victor D. Wolfe

RLP:hlb bbc

Marge
~~[illegible]~~ HERRMANN
1575 River Street
West Linn, Oregon

March 7-1964

Highway

Dear Governor Hatfield,

I don't know whether or not you have any personal ties with the highway commission and its construction, but if you don't, it seems to me you should.

Right now, in West Linn, a small residential area is slowly being ruined by the threat of a nearing bridge, soon to be constructed. This area of beautiful old homes and close ties between families and their children is being threatened by something unnecessary. I am not saying this bridge is not needed, on the contrary, it is an essential part of the growth and progress of West Linn. But not in this area!

Up the ~~[illegible]~~ river about a fourth of a mile is a tavern. A tavern where scum and juvenile deliquency are being encouraged. Why not destroy something like this something rotten and terrible?

The children of this residential district (River Street) have never experienced any type of Juvenile Deliquency. They have only the fond experiences of Christian recreation, relaxation and good clean fun.

Put this bridge here and you will be supporting the Juvenile Delinquents of the future. Do you want this on your conscience?

Yours sincerely,

Marge Herrmann

RECEIVED
MAR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 1 1 1964

RECEIVED
FEB 7 - 1964
FOR FILING

I-205-7(10) 298

7105

February 6, 1964

Mr. Jerry Keyser
Larry Smith & Company
333 Montgomery Street
San Francisco, California

Dear Mr. Keyser:

The attached small scale map indicates the approximate location of one proposal for a trans-Willamette bridge at Oregon City. This is the route that is now under study but is not necessarily the only route which will be considered before a location is chosen.

At this time, our information is a rather rudimentary sort, and if greater detail is needed at a later date, perhaps we can oblige you in providing something of that nature.

Very truly yours,

Forrest Cooper
State Highway Engineer

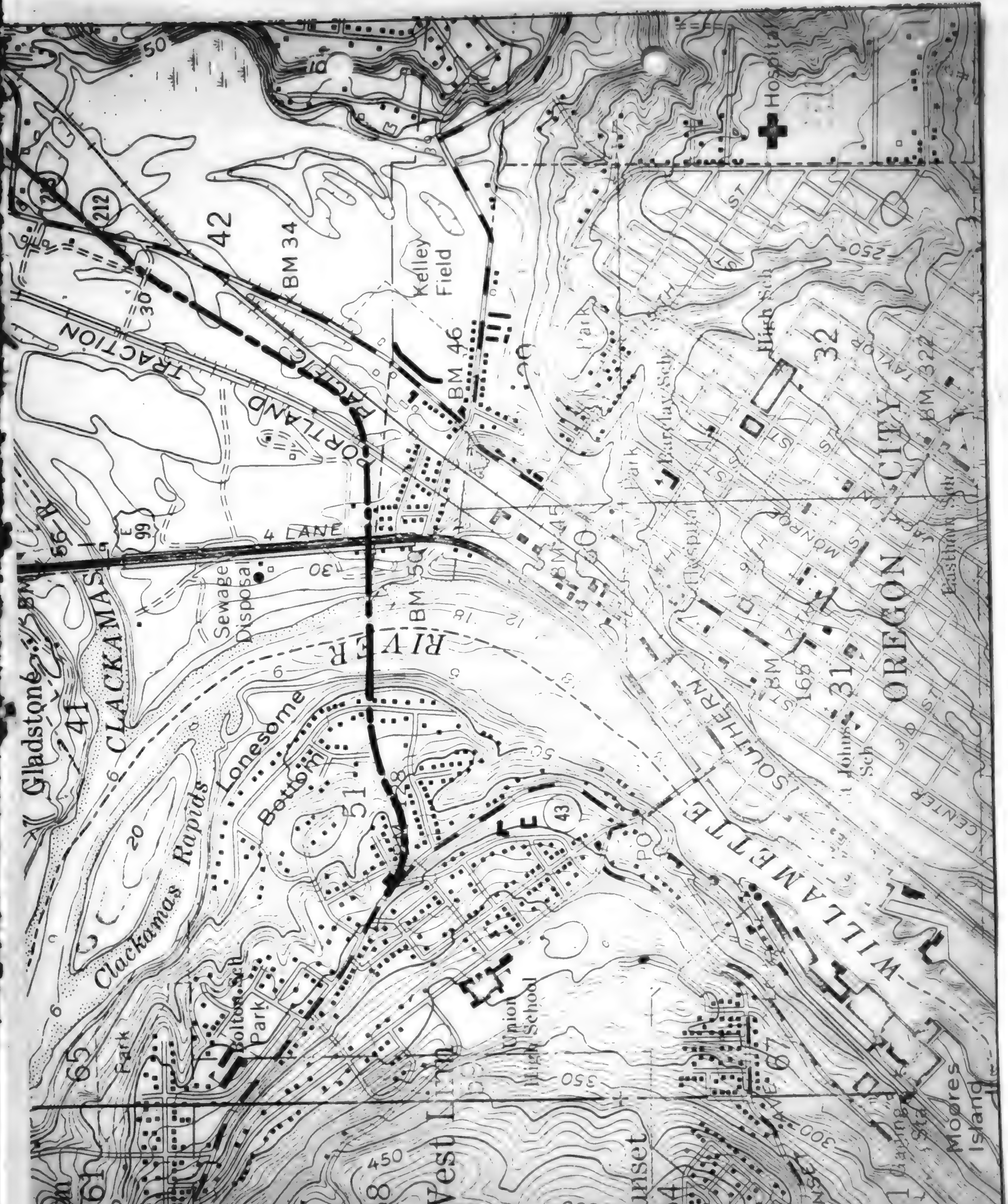
By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper



Gladstone
CLACKAMAS
RIVER
Clackamas Rapids
Lonesome Bottom
Sewage Disposal
4 LANE
99 E
212
PORTLAND TRACTION
PACIFIC
Kelley Field
BM 34
BM 46
BM 45
BM 50
BM 165
BM 322
42
41
30
32
31
65
61
68
54
67
71
51
43
50
WILLAMETTE
SOUTHERN
OREGON
CITY
Hospital
High Sch
Barclay Sch
St Johns Sch
Eastham Sch
Park
TAYLOR
CENTER
MONROE
JACKSON
Bolton Sch
Park
Bolton
West Linn
Union High School
Sunset
SUNSET
Moores Island
PO
450
500
550
300
250
150

11-22-63

STATE HIGHWAY COMMISSION MEETING

Delegation John J. Inskeep, State Senator, re local highway problems in the Clackamas-Oregon City area.

Date Nov. 22, 1963

Time 11:00 a.m.

Name	City or Town	Capacity
✓ Senator John J. Inskeep (speaker)	Oregon City	Senator
✓ Dale L. Dunn	"	Mgr., Ore. Tri-City C of C
✓ Frank Young	West Linn	Retired, former Hwy. Engr.
✓ Erwin Lange	"	Mayor
✓ Vic Bowman	Oregon City	City Commissioner
✓ Ken Bakkum	"	C of C
✓ Hub Walter	"	"Enterprise Courier"

NOTED
FLOYD QUERY

RECEIVED
OCT 10 1963
FOR FILING

I-205-7(10)298

7.1.5

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

October 7, 1963

City Commission of Oregon City
City Hall
Oregon City, Oregon

Gentlemen:

This is a belated acknowledgment of your letter of September 13. I have been delaying in the hopes that I would be able to give you an answer. However, as Mr. Cooper has undoubtedly told you, we are restudying all our highway needs with a view to setting up a new urgency list, keeping in mind the availability of funds.

I am now informed that it will probably be another two weeks before this study is completed, after which time we will be in a position to give you a firm answer.

months →

Sincerely yours,

GLJackson

mg

NOTED
FORREST COOPER

RECEIVED
OCT 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OREGON CITY, OREGON

September 13, 1963

Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

At its meeting last evening the City Commission of Oregon City by unanimous vote herewith advises you that it is mandatory that another bridge across the Willamette River between Oregon City and West Linn be constructed immediately, which position you well know, and which has not resulted in any action by your department.

The City Commission of Oregon City wishes to state that they join with the other bodies in supporting the construction of a bridge across the Willamette River south of the Milwaukie--Lake Oswego area along the lines of Interstate Highway No. 205.

Yours very truly,

Lee F Faust
Mayor- Commissioner

Victor H Bowman
Commissioner

Frank H. McElroy
Commissioner

Comprising the City Commission of
Oregon City, Oregon

sw
cc: Mayor J. M. Bernard, Jr.
Milwaukie, Oregon

cc: Mayor Erwin F. Lange
West Linn, Oregon

cc: Mayor George W. Thomas
Lake Oswego, Oregon

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DEC 3 - 1963
FORM E-90 50M 11-61 40230
FOR FILING

I-205-7(10)

204

7105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1963

SUBJECT: West Linn-Oregon City
Willamette River Bridge
Clackamas County

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

In accordance with Mr. R. L. Porter's request, three copies of a photograph showing Plan 2 and Plan 5 as designated by our investigation of a possible Willamette River crossing between West Linn and Oregon City are enclosed.

Plan 2 is the crossing of the river about a half-mile downstream from the present bridge connecting with the Pacific Highway at the proposed intersection with the Cascade Highway near the north city limits of Oregon City. This plan will involve a grade separation with the Pacific Highway and the Oregon Electric Railroad necessitating an interchange with the Pacific Highway. A four-lane facility is assumed.

Plan 5 involves a two-lane structure on Eighth Street which would be used in conjunction with the present bridge on Seventh Street to develop a couplet pattern over the river; no improvement of the present bridge is anticipated. Connection on the Oregon City side is made to Main Street involving a separation with the Pacific Highway (U.S. 99E).

Estimated costs on a reconnaissance basis are as follows:

	PLAN 2 82nd St. Ext.	PLAN 5 8th Street
Const. Length, Mile	0.85	0.32
Grade and Pave	$ 720,000	$ 40,000
Structure (Willamette River	2,280,000	1,400,000
Interchange (99E)	920,000	- - - - -
Right of Way	400,000	190,000
Est. Const. Cost	$ 4,320,000	$ 1,630,000

NOTED
FORREST COOPER

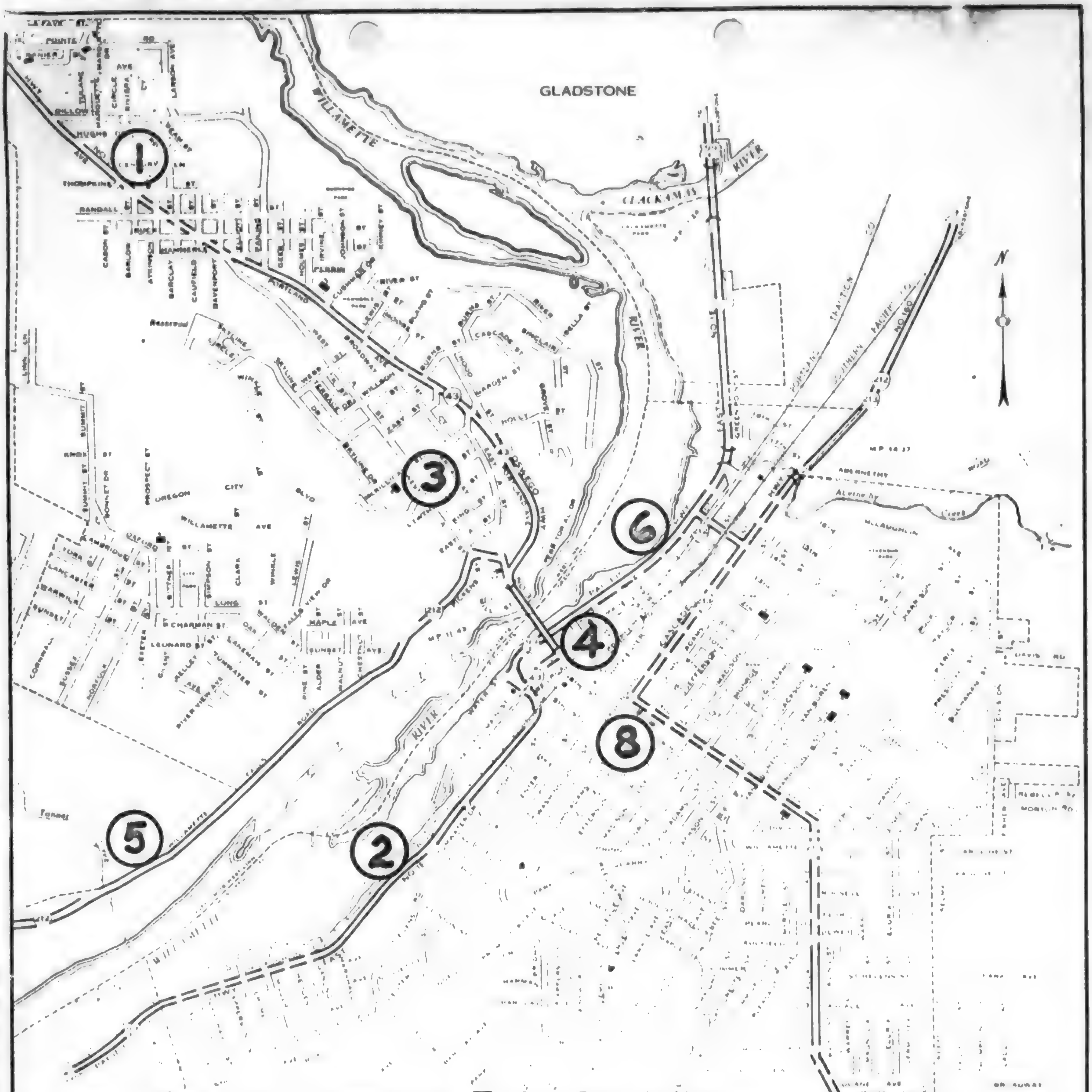
Both of the previous plans are based on a 74-foot vertical river clearance from a mean low water elevation of 4 feet; evidence from the Research Division indicates that high water elevations would be in the neighborhood of 40 feet. The 74-foot clearance predominates on all structures on the Willamette River from the Ross Island Bridge to and including the FAI-5 crossing near Wilsonville. All channelization and traffic separation as required to provide as nearly an efficient an operation as possible in either plan are included in the estimates.

A West Linn-Oregon City Traffic Distribution plan is attached.

W. H. Tebeau
W. H. Tebeau
Field Reconnaissance Engineer

WHT:db

Attach.



West Linn - Oregon City Traffic Distribution

Based on Portland-Vancouver Area Transportation Study (1960-1961)

1960 ADT = 11,000 on present Willamette River bridge

Traffic Breakdown by Area - Trips in Both Directions

Area to Area	ADT	Area to Area	ADT	Area to Area	ADT
① - ②	388	③ - ②	326	⑤ - ②	56
① - ④	668	③ - ④	1,366	⑤ - ④	866
① - ⑥	688	③ - ⑥	2,156	⑤ - ⑥	1,104
① - ⑧	670	③ - ⑧	2,008	⑤ - ⑧	704

Area Totals

Area 1 (Northwest of West Linn)	2,414	Area 2 (South of Oregon City)	770
Area 3 (West Linn)	5,856	Area 4 (Oreg. City Central Bus. Dist.)	2,900
Area 5 (Southwest of West Linn)	2,730	Area 6 (North of Oregon City)	3,948
		Area 8 (Upper Oreg. City Vic.)	3,382

RECEIVED
JUN 27 1963

FOR FILING

I-265-7(14)

7165

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1963

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer
Department

Back in February of this year when Senator Monaghan was corresponding with the West Linn Lions Club concerning the need for an additional bridge between West Linn and Oregon City, I spoke to you about the Senator's conversation with me and you may recall that February 26 I "ghost wrote" a reply for the Senator to the West Linn Lions Club suggesting that Clackamas County, the cities of West Linn and Oregon City or various civic groups in each, get together and make a request to the Highway Commission for relief.

Later I was informed by the secretary for Representative Hand that an appearance would be made before the Commission at the April meeting, including legislators from that area. However, I understand that no delegation appeared before the Commission. Perhaps this was because of the earlier meeting with Chairman Jackson which was instigated as I recall by Representative Dickinson of Oswego.

A couple of days ago, Senator Inskeep informed me that he had been under considerable pressure by constituents to get something done about a new bridge and recognizing that there is not sufficient money available for such a project at this time and being opposed to highway bonds, he has suggested the possibility of the bridge being financed through a county wide bond issue with the cost to be repaid from tolls. This he realizes, of course, would necessitate the placing of tolls on the existing bridge much in the same manner as was done on the interstate bridges between Portland and Vancouver.

He asked that our Department look into the possibility of this being done and also as to the traffic count on the existing structure which, according to the 1961 Traffic Volume Tables was 11,900 vehicles ADT.

R. B. Sippell

R. B. Sipprell
Liaison Engineer

NOTED
R. L. PORTER

RECEIVED
MAY 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RBS:cl

RECEIVED
OCT 10 1962
FOR FILING
I-205-7(10) 228
7165

October 9, 1962

Honorable Richard E. Groener
State Senator
811 Main Street
Milwaukie, Oregon

Dear Senator Groener:

I understand that Mr. Sipprell has furnished you two items of information that you requested relative to an appearance at a Hilltop Boosters Club meeting at Oregon City. Unfortunately time did not permit confirmation of the information by letter yesterday, and we are handing it to you herewith today.

The Department has been studying, in a preliminary way, several schemes for a new bridge between West Linn and Oregon City. The least expensive plan, which might cost as much as $1,750,000, would be for an additional low-level structure somewhere in the vicinity of the present bridge. Each structure would then be used for one-way traffic. The most elaborate plan would involve a high-level structure that would connect all the way to Washington Street in Oregon City and would cost approximately well over $3,000,000. It is not known as yet, which scheme will offer the most benefit but it is felt that the first plan would do the least in correcting congestion. The benefits of all the plans will be thoroughly analyzed and should be available in the not-too-distant future. The Highway Commission has not programmed such a project on any approved schedule to date.

A few months ago, a delegation representing the Hilltop Boosters from Oregon City, appeared before the Commission and requested that studies be made and that funds be programmed as soon as possible for a bypass of the Cascade Highway, either through or around Oregon City. The Highway Department has looked into the matter in a preliminary fashion and has made reconnaissance studies on three possibilities; two would be along Abernethy Creek and following in the general vicinity of the old abandoned Willamette Valley Southern railroad to a junction with the Cascade Highway easterly of Oregon City. The cost of either of these routes would be somewhere in the neighborhood of $1,500,000. The third scheme would involve a proposed location within Oregon City, would pass up a canyon southerly of Abernethy Creek, and would join the present highway near the top of the Seventh Street Hill. Right-of-way costs would be heavier and in all likelihood, would bring the total project cost in the neighborhood of $2,500,000.

Economic analyses of these proposals will be made, but from preliminary figures, we are not too confident that there is enough traffic to justify this expenditure. Oregon City is a terminal point for a large percentage of the traffic that comes in from the Cascade Highway, both from Portland and Molalla, and any bypass of the present routing would probably not relieve congestion to any great degree. We are aware, however, that Washington Street, particularly in Oregon City, is overloaded and because of the steepness of gradients, is difficult to negotiate during rush-hour periods.

I hope that this information may be of some assistance to you and if we can furnish anything further on this or any other highway matter, please do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
R. B. Sipprell

RLP:ajw

(Letter delivered 10-9-62)

FORM E-30 [illegible] 3-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1962

SUBJECT:

To:

Mr. Forrest Cooper
State Highway Engineer
Department

The purpose of this memorandum is to advise that Senator Groener called this morning at 10:30 and requested that he be furnished with the following information today by telephone and confirmed by letter to reach him tomorrow.

1. The estimated cost of a second bridge over the Willamette River between Oregon City and West Linn. (This information had been given to him verbally at one time by Mr. Williams when he was Highway Engineer, according to Groener, and he is under the impression that the estimate was in the neighborhood of $5,000,000.) 7 plans

$ 1¾ million
# 3½ million

2. The Department's plans for continuing any extension of the Cascade Freeway (his term not mine) through and beyond Oregon City via Mulino, Silverton, Sublimity and on to Eugene (?).

The purpose for which he needs this information is that he is making a speech tomorrow night to the Hilltop Club. He stated that when the information is phoned to him today that if he is not in to give it to his secretary and he wished to be sure that the information is confirmed by letter tomorrow even if it requires a special delivery stamp. His telephone number is OLive 91717 and his business address is Groener Insurance Agency, 811 Main Street in Milwaukie.

#1 2½ mill
#2 1½ "
#3 1½ "

I advised him that his request would be passed on to Mr. Wolfe and since I have been unable to reach him this morning have prepared this memorandam to you.

WUS

RBS

R. B. Sipprell
Liaison Engineer

NOTED
R. L. PORTER

RBS:cl

cc - Vic Wolfe

RECEIVED
OCT 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1961
FORM E-30 50M 2-60 26118
FOR FILING
I-205-1101
229
1165

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1961

SUBJECT: Willamette River Bridge at Oregon City

To: Memo to Files

Mr. Williams was given estimates for a second bridge as follows:

1.	Parallel Bridge One Block Downstream From Existing Bridge, Oswego Road to Main St. 2-Lane, 30-Foot Roadway With Sidewalks (1953 Estimate)	$1,076,000
2.	Highlevel, Oswego Road to Seventh Street, 2-Lane, 30-Foot Roadway With Sidewalks (1953 Estimate)	$1,460,000
3.	Highlevel, Oswego Road to Seventh Street, 4-Lane With Sidewalks (1955 Estimate)	$2,700,000

The 1953 unit prices are about comparable to present prices but suggested 5 per cent be added.

Data from Calculation Book #300 of Bridge Division.

G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Ivan D. Merchant

RECEIVED
MAR 17 1961

FOR FILING

REFERRED TO Cooper
By State Highway Engineer

March 14, 1961

Mr. Merle Brown, Mayor
City Hall
Oregon City, Oregon

Dear Mr. Brown:

At the regular monthly meeting of the Board of Directors of the Oregon Tri-City Chamber of Commerce, Monday, March 6, 1961, the matter of a new Oregon City-West Linn bridge was discussed. The directors reaffirmed their previous stand in favor of a new bridge and their support in pushing for early consideration of the matter by our County Legislators and the State Highway Commission.

It was pointed out that the long-range plan of the State Highway Commission, developed in 1955, projected a traffic flow of 19,000 vehicles desiring to cross the Willamette River at this location by 1975. The rapid growth in this area on both sides of the river lends additional credence to this need. Also, the new developments in housing and shopping areas slated for the very near future will compound the present bridge congestion even further.

Locating a new bridge will of course be a matter for the highway engineers to study. However, it is imperative that necessary right-of-way be secured very soon before all available approach areas are improved.

The transportation committee of the Oregon Tri-City Chamber of Commerce will be happy to meet jointly with your representatives and those of West Linn to discuss further action.

Sincerely,

Dale L. Dunn, Manager

DLD:jg

cc: State Highway Commission

RECEIVED
MAR 15 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
JUL [illegible] 1960
FOR FILING

Const
Bridges
Gen

July 13, 1960

Oregon State Highway Commission

Gentlemen:

I have received a large number of prepared postal cards, addressed to me, upon which are printed the following:

"In the interest of National and Local Civil Defense and public need, the car and truck owners of the Oregon City and West Linn area and in Clackamas County demand the State Highway Dept. build a new Oregon City-West Linn Bridge. This Bridge to be financed with their gas tax money. Bridge to connect with overpass crossing at Singer Hill."

Twenty-four of these have come to our office, and at least four have been sent to Governor Hatfield.

We fully appreciate the traffic congestion that exists on the present Oregon City bridge, and we cannot dispute that additional bridge capacity is needed. This is, however, a very expensive project, running into several million dollars, and there are no funds presently available for it, nor do we see any probability of funds being available for it within the next few years.

I bring this to you for future consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Governor Mark O. Hatfield

RECEIVED
NOV 16 1955
FOR FILING

I-205-7(10)27

1165

November 16, 1955

Mr. Robert Clute
General Manager
Oregon City, Oregon

Dear Mr. Clute:

I give you the following information relative to your letter of November 14 regarding a new bridge between West Linn and Oregon City.

You stated that your local paper recently printed a statement to the effect that a new bridge was eventually to be located above the present span. I am not certain whether you mean it to be upstream from the present bridge or higher in elevation than the present bridge.

The facts of the matter are that in Oregon State Highway Department's Technical Report No. 55-5, "Freeway and Expressway System, Portland Metropolitan Area, 1955," we stated that, in the 20-year requirements of the Portland Metropolitan Area, Oregon City high-level bridge is planned to connect the Oswego Highway at West Linn with the upper level of Oregon City in the vicinity of the McLoughlin House. I wish to advise, however, that this location cannot at all be considered as a definite one, as the ultimate location can only be decided when financing of the bridge is a known factor and conditions existing at that time have been given proper weight.

As to highway plans affecting Oregon City, I can only advise that there are no plans at this time, and such plans cannot be formulated until some kind of a national road program on a long term basis passes the Congress. Moreover, there is no time schedule for the West Linn-Oregon City bridge, but it is in the suggested 20-year program. The total cost of all the projects in the Portland Metropolitan Area in this 20-year program is $371 million. No order of priority between the projects has been determined.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me 1g

PHONES OREGON CITY 5266
[redacted]
OLive 4-1740

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

November 14, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

It has been sometime since we discussed highway planning affecting Oregon City with you. However, our local paper recently printed a statement to the effect that a new bridge was eventually to be located above the present span. This I could not understand in many ways. Last time we discussed it I understood a future bridge was to be located in the vicinity of 11th - 14th Streets where our planning consultant had advised.

I would appreciate hearing from you regarding highway plans affecting Oregon City and especially the bridge development. Also, please advise if you have adopted any tentative time schedule.

Very truly yours,

Robert Clute

ROBERT CLUTE
General Manager

RC:rl

REFERRED TO
Mr. Williams
State Highway Engineer

Please prepare an answer to this.

RECEIVED
NOV 1[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

CEIVED
FEB 16 1954
FOR FILING
I-205-7(10) 298
7105

February 10, 1954

Mr. Robert Clute
General Manager
City of Oregon City
Oregon City, Oregon

Dear Mr. Clute:

In response to your communication of February 8, advise that there is a possibility, based upon present reports, of an increase in federal funds for road building for all the states, including Oregon. Most of the increase, however, will be for the interstate system of roads which, in Oregon, are US99 and US30. Until the bill is finally passed and its terms and conditions are known definitely, it is rather idle to speculate. The money will not be available until January 1, 1955.

When the program is made up, it will be made up by the State Highway Commission, and you are perfectly at liberty to make your presentation to the board after the bill is passed and the terms and conditions are known. You may rest assured that there are many projects over the state that will be pressed by people of different sections. Could we say that there are many more candidates for the money than there will be funds to do all the work that everyone wants?

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

February 8, 1954

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

It has come to my attention that there is a possibility of increase in federal funds for the State of Oregon. Of course, the people in the vicinity here are very much interested in a new bridge across the Willamette, as you already know, and we do feel a pressing need for it. I have disucssed the matter with you previously, as have many other people no doubt, and at our last meeting you expressed the opinion that it would be some time away. However, in view of the possible increase in federal funds I'm wondering what possible effect this might have on the proposed bridge project.

I realize, of course, that you very possibly have a great deal of this money already committed and that there are other cities in the state who are pressing for their projects. It is the feeling around Oregon City that in the recent years they have not received a proportional share of federally allocated projects.

Therefore, I would like to ask you to give serious consideration to an early allocation of funds for a bridge across the Willamette at Oregon City. I am sure that everyone concerned in the city, businessmen and various other groups, will give you all of the cooperation and help, be it moral or physical, that we can.

Very truly yours,

Robert Clute

ROBERT CLUTE
General Manager

RC:rl

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FEB 10 1954
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STATE HIGHWAY ENGINEER

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JAN - 9 1950
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12-24-49

OREGON CITY ENTERPRISE, SATURDAY, DECEMBER 24, 1949

~~15 to 20 Minutes~~ [redacted] eded to Cross dge Friday

wntown Oregon City yester- afternoon came to a sharp za was outgrow- its britches when from 3 a ock the West Oregon City bridge block- established some kind of a d and started Scrooge-like bling of the need for a new e, wherever citizens gath-

NOTED
G. WILLIAMS

nutes to Cross

m 3 o'clock on until after ush hour(it required from 20 minutes to get across bridge from the West Side Oregon City. Streams of c from West Linn and from Oswego and Portland converged at the west end of the bridge and inched across and into downtown traffic. Main street traffic impeded the orderly movement off the bridge and the bad situation was made worse by the rain storm that taxed drivers' patience and skill.

At the Chamber of Commerce open house and at street corner gatherings the bridge blockade was a major topic of conversation.

Big Last Minute Business

Despite the storm and the congestion of traffic in the city stores generally did a big last minute shopping business.

Last night ended the Christmas season night opening for downtown stores. Tonight the stores will close at the regular time 5:30 and 6 o'clock.

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 7089 Ends with: Contract # 7105 folder #1

FLASH CARDS: Begin Each Contract

Remarks: #7089 continues from reel 134

Reel No. 135 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 14th day of May, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm